

TRAINS 3^{AND} 4



GRAND
TRUNK
RAILWAY
SYSTEM

ROUTE OF THE INTERNATIONAL LIMITED

THE
INTERNATIONAL
DOUBLE-TRACK
ROUTE

CHICAGO
DETROIT
TORONTO
MONTREAL
PORTLAND
BOSTON
NEW YORK

ISSUED BY THE
PASSENGER DEPARTMENT
GRAND TRUNK RAILWAY SYSTEM

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PUBLICATIONS

HANDSOME descriptive matter, profusely illustrated with half-tone engravings, has been issued by the Grand Trunk for each district separately. The names of the publications are as follows:

CHARMING SUMMER RESORTS ON LAKE HURON

'MONG 30,000 ISLANDS OF GEORGIAN BAY

LAKE NIPISSING AND THE FRENCH RIVER

ORILLIA AND LAKE COUCHICHING

HAUNTS OF FISH AND GAME

KAWARTHA LAKES FOLDER

MONTREAL AND QUEBEC

LAKE OF BAYS FOLDER

TEMAGAMI

VISTAS

WHAT SHALL A BOY DO WITH HIS VACATION?

MOUNTAINS OF NEW ENGLAND AND THE SEA

ALGONQUIN NATIONAL PARK

ACROSS NIAGARA'S GORGE

MUSKOKA LAKES FOLDER

ST. ANNE DE BELLEVUE

MT. CLEMENS

HAY FEVER

COBALT

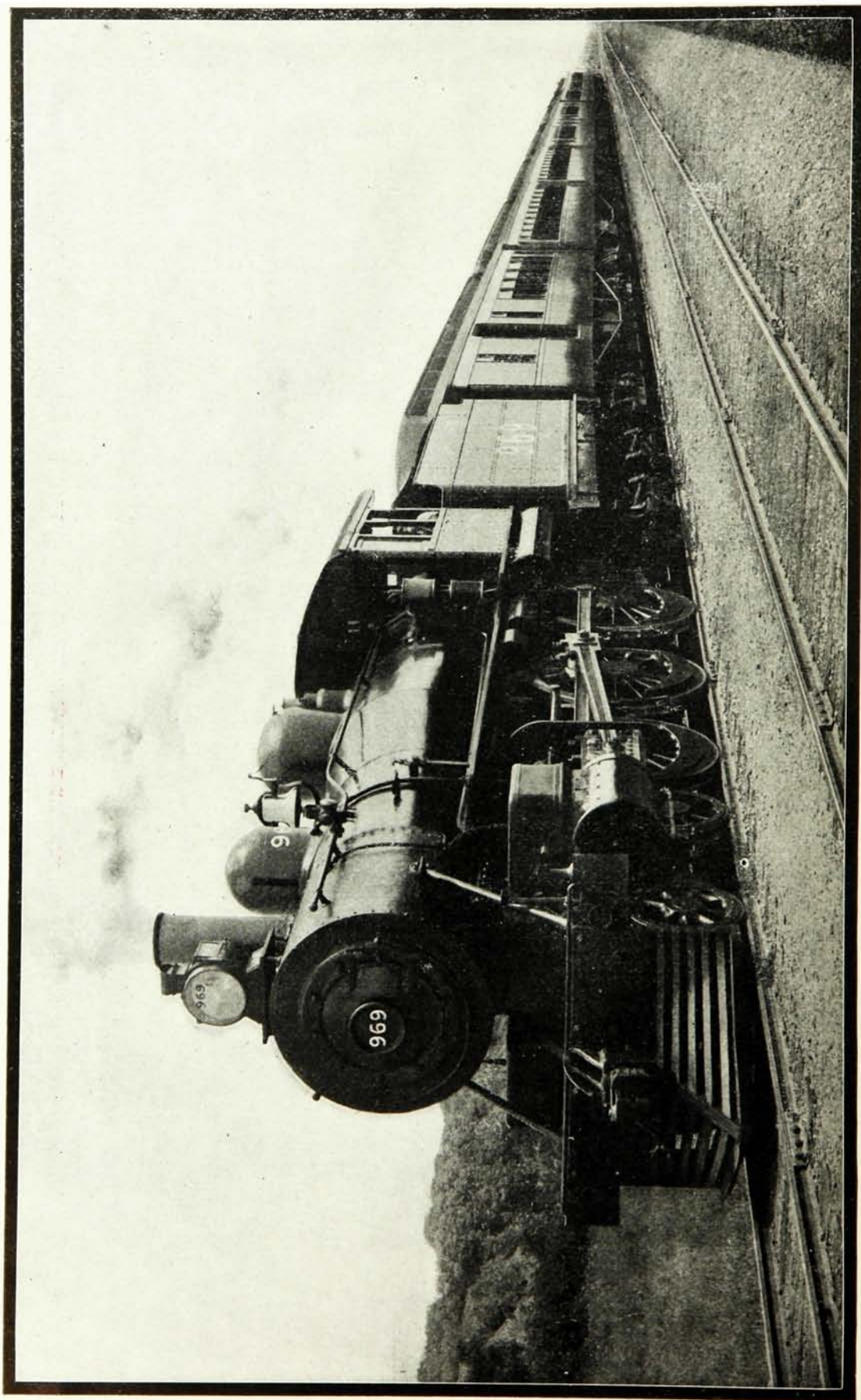
Any of the above publications will be sent free upon application to any agent of the Grand Trunk Railway System. See list elsewhere in this publication.

TRAINS 3 AND 4



Flight of the "International Limited," the
Railway Greyhound of Canada

Issued by the
Passenger Dept. Grand Trunk Railway System
1909



STANDARD PASSENGER TRAIN—GRAND TRUNK RAILWAY SYSTEM,



TRAINS 3 AND 4



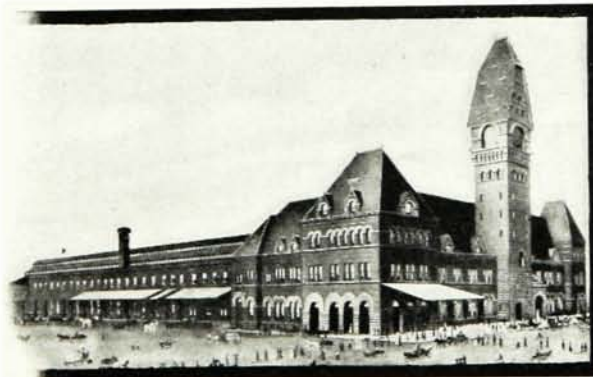
ALL the great American railroads to-day have their fast "limited" trains, of which they are proud to boast, and which stand out prominently against the long-distance trains of twenty years ago. Not only are these trains fitted up with a view to elegance, but every safety device known to the world of science is brought into play to warrant the necessary speed being made with perfect safety.

A "limited" train of a few years ago was limited indeed, when compared with the greyhounds of the rail of to-day, which are limited only by the achievements of man, and the twentieth century will doubtless be as exacting as the past; but as we are dealing with the present, we will not venture to predict.

The "limiteds" of the Grand Trunk Railway System, the great International Double-Track Route, and incidentally the longest continuous double-track railway in the world under one management, are the equal of any railway system in the world, and operate through a country filled with interest to the tourist, sportsman and traveller. Before dealing with the two fast express trains known in railway parlance as Trains 3 and 4, the route of which is the subject of this brochure, a word descriptive of this company's premier train, the "International Limited," the finest and fastest train in Canada, may not be uninteresting.

With the growth of Canada, and the ever-increasing passenger traffic between the large centers of Canada and the United States, the "International Limited" was created. Today it is universally known as one of America's foremost trains and has fully justified the policy of the Grand Trunk Railway System in its inauguration. The train consists of first-class combination baggage car, first-class day coaches,

The
Grand Trunk
Limiteds



DEARBORN STATION, CHICAGO.

parlor-library-cafe car between Montreal and Detroit, Pullman sleeping car Montreal to Chicago, and Pullman sleeping car Detroit to Chicago, the train being hauled by the Grand Trunk's powerful standard passenger engines of the latest type. The route of the "International Limited" is from Montreal



THE GORE, HAMILTON, ONT.

to Chicago, leaving the Canadian metropolis at 9.00 a. m. every morning in the year, arriving Chicago the following morning at 7.42. Its patrons are given the opportunity of the daylight run to Toronto, reaching that city at 4.30 p. m., a distance of 334 miles, in seven hours and a half, passing through a country replete in beautiful scenery and having large centers of population; in fact, the whole trip is full of interest, skirting for many miles the beautiful St. Lawrence and Lake Ontario. And so on through to London, all of which is more fully dealt with elsewhere in this publication. At London the "International Limited" diverges from the main line and reaches Detroit by way of Chatham and Windsor, reaching the main line again at Durand, thence on to Chicago, the big western metropolis.

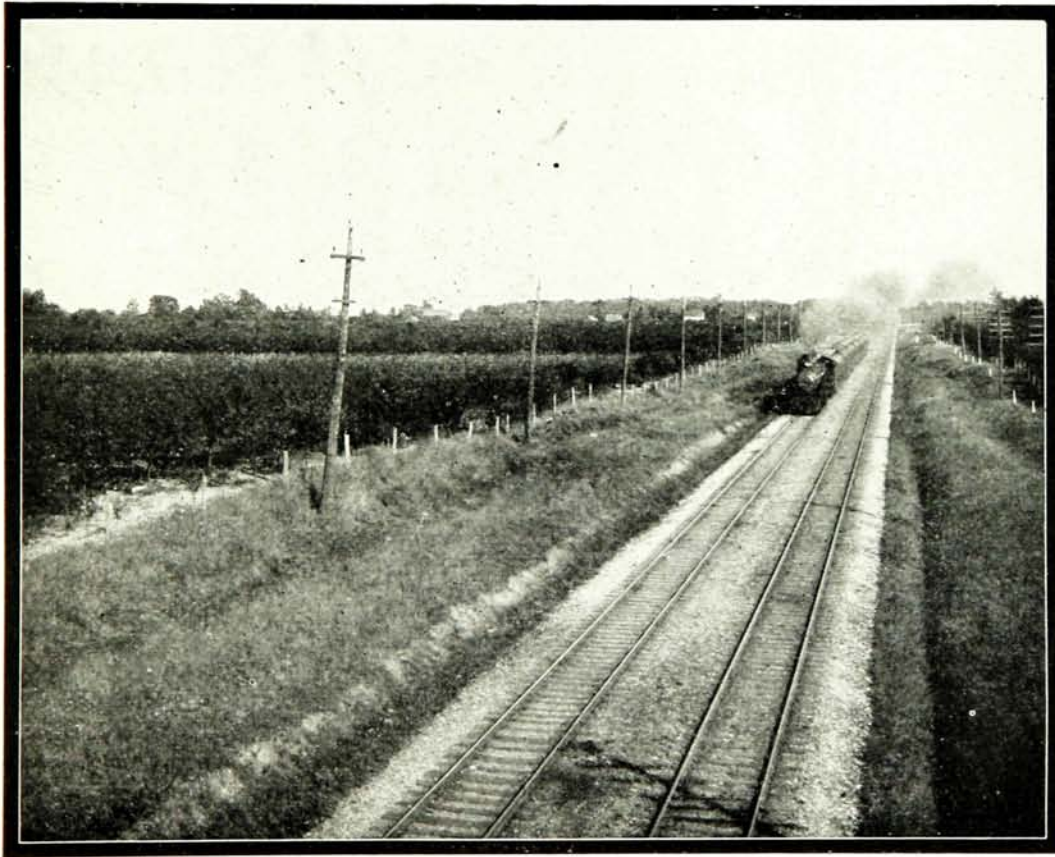
Route
of Trains
3 and 4

The route of Trains Three and Four is between Chicago and New York via Niagara Falls, and Portland via Toronto and Montreal, No. 3 westbound, No. 4 eastbound, a distance of 969 miles to New York, all double track, and 1,140

miles to Portland, 880 miles double track. You might travel America over without finding a system that reaches such a variety of interests to the tourist and traveller as the Grand Trunk, embracing everything from the seaside resorts of the Atlantic Coast, the mountain resorts in the New England hills to the unsurpassed tourists' havens in the Highlands of Ontario—but that nothing may be missed, we will follow Train Number Four from Chicago on its eastbound trip to the Atlantic.

Train Number Four leaves Chicago daily at a convenient hour in the afternoon as a solid train, composed of one of the new standard ten-wheeled passenger engines, baggage, express and mail cars, first-class coaches, Pullman sleeping cars and dining car, including Pullman sleeping cars and first-class coaches Chicago to Buffalo and New York, and another sleeper Detroit to Buffalo; also a parlor car and through coach Buffalo to Philadelphia; Pullman sleeping cars from Chicago to Toronto, Montreal and Boston,

Train
Number
Four



THROUGH THE GARDEN OF CANADA.

and from Detroit to Toronto via Stratford, Ont.; first-class coaches Chicago to Toronto, and Toronto to Montreal. Dining or cafe-parlor cars are attached to the train at convenient hours, serving meals and refreshments *a la carte*; first-class coaches and Pullman sleeping car Montreal to Portland.

In addition to the above, a Pullman tourist car is operated to Boston three times a week, leaving Chicago Wednesdays, Thursdays and Saturdays, for the accommodation of passengers holding any class of tickets, a small charge being made for sleeping berths in this car. The New York section reaches that city at a convenient hour on the following evening, the other division of the train reaching Toronto early the following morning, and Montreal early in the evening, where connection is made for Quebec, Portland and



TORONTO, FROM THE LEGISLATIVE BUILDINGS.

Boston. Through Pullman sleeping cars leave Montreal on the night trains for Quebec and Portland, and during the summer months a through sleeper, Chicago to Portland, Me., for the seaside resorts is run on this train, and a through sleeper, Montreal to Old Orchard Beach and Kennebunkport, Me.

**Train
Number
Three**

Train Number Three is a westbound flyer from New York to Chicago with direct connection at South Bethlehem, Pa., from Philadelphia. Passengers can take this train from either of the Pennsylvania depots at West 23d St. or Cortlandt St., New York, daily, at an early hour in the evening. It is a solid train composed of first-class coaches and Pullman sleeping cars. There is also a Pullman sleeping car, New York to Toronto, and up-to-date dining-cars serving meals between New York and Chicago at regular hours.

Number Three also leaves Montreal every night. At Montreal connection is made with trains from Quebec, Portland, Me., Boston, Mass., and all

New England points. The train, Portland to Montreal, is run solid, including first-class coaches and parlor-library-cafe car. Pullman sleeping cars and through coaches are run from Boston to Montreal and Chicago, as well as Pullman sleeping cars and first-class coaches from Montreal to Toronto and Detroit. On Mondays, Wednesdays and Fridays a Pullman tourist car, for the accommodation of passengers holding any class of ticket, leaves Boston, and is hauled on this train to Chicago, for accommodation in which a small charge is made for sleeping berths. These cars are in many respects the equal of the standard sleepers.

In addition to the above, a parlor-library-cafe car is operated in connection with this train between Boston and Montreal and Toronto and Detroit, serving meals *a la carte*, and a dining car is attached at Port Huron for the run to Chicago.

The first-class coaches that are part of these solid trains are models of modern science and expert workmanship, being built with a view to the comfort and ease of the travelling public without regard to cost. In completeness of detail, artistic taste, appointments and finish, they surpass anything of their kind yet built in America. They are 68 feet long, of the wide vestibule order, with steel platform and an adjustable cover over the steps, making the whole platform a vestibule. By this means dust and smoke are excluded, and perfect safety to passengers, while passing from one car to another, is assured. The vestibules are also lighted with a powerful light, which is a most convenient appointment. Each of these first-class coaches have seating capacity for seventy-two passengers. The interiors of these cars are finished in quartered oak, and are extremely handsome, set off by trimmings of exquisite design in bronze. A large and comfortable smoking room is provided, where lovers of the fragrant weed can enjoy their smoke with luxurious ease and comfort.

The Pullman cars operated on these fast trains are some of the finest that this well-known establishment turns out. They are of the most modern type, and include drawing rooms and smoking rooms. The rooms have toilet facilities with hot and cold water; the cars are heated by steam and lighted with Pintsch gas. The bodies of the cars are beautifully finished, the woodwork being in the most costly material and elaborately carved. The ceilings are exquisitely decorated, the upholstery and draperies being of the finest and in harmony with the finish.

The dining-cars operated on this vast system are in accord with the remainder of the equipment of which these two beautiful trains are composed. The dining-rooms are large, being 31 feet 8 inches long, seating thirty persons comfortably.

The general style of the interiors is colonial, in quartered oak. The windows are large and glazed with heavy plate glass, and are all double, being dust-proof. The

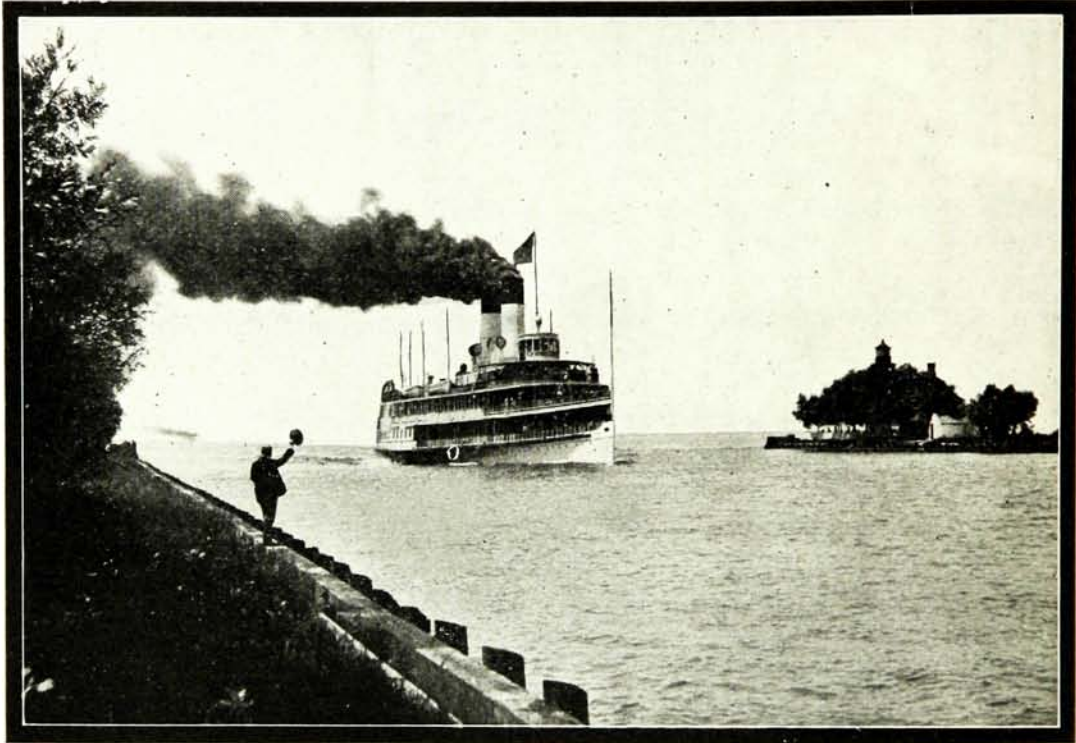
The
Coaches

The
Sleeping
Cars



Dining
and
Cafe Parlor
Cars

floors are carpeted with handsomely designed Wilton throughout the whole length of the car. The cuisine is without fault and praised by the most fastidious. Meals are served *a la carte*.



STEAMER "TASHMOO" ENTERING GOVERNMENT SHIP CANAL, LAKE ST. CLAIR.

Between Toronto and Montreal a parlor-library-cafe car is run on Train Number Four. These are 61 feet 10 inches long, have steel platforms, with wide vestibules, and are mounted on six-wheeled trucks. At one end of the car is placed the ladies' toilet, combining closet and wash-room. In the adjoining compartment is found the parlor, sumptuously carpeted and containing ten revolving chairs covered in parlor-colored peacock blue plush, and two comfortable wicker chairs. Large windows, allowing a sweeping view of the landscape, as the train rushes along, is another feature not forgotten. In the parlor section is found a bookcase with the latest works of fiction, which are supplied for the free use of passengers while on the train. A door separates the parlor from the dining-room, a comfortable salon, with a seating capacity for twenty-four persons. This room is also handsomely carpeted and furnished with leather-covered movable chairs. There is an elaborate bill of fare, served *a la carte*. Adjoining the dining-room is the kitchen, wine-locker and buffet, arranged in a most compact way with a view to quick service and a saving of space.



The woodwork of the parlor is of finished mahogany, and the dining and smoking rooms of quartered oak. The ceilings are of wood-tinted green, and are ornamented in artistic combinations of gold. Altogether, these cars are a revelation of beauty, comfort and luxuriousness.

In giving a brief description of the route between Chicago and the sea, we will leave Chicago on Number Four. From Chicago to Granger, our route lies through the southern suburbs of Chicago and across the north-west corner of Indiana through the flourishing city of South Bend, Ind., 100 miles east of the western metropolis. Shortly after leaving Granger we enter the State of Michigan, through which we journey in a north-easterly direction for 245 miles, passing through Cassopolis (Diamond Lake station), a popular fishing and summer resort, and the cities of Battle Creek, Lansing (the State Capital), Durand (an important junction point, from which branches radiate to Detroit, Grand Haven and Bay City) and Flint, to Port Huron on the St. Clair River. Port Huron has recently become more widely known as the "Tunnel City," on account of its location at the western entrance to the famous St. Clair tunnel, which extends beneath the St. Clair River, connecting Port Huron, Mich., with Sarnia, Ont. This marvel of engineering skill and enterprise was constructed by the Grand Trunk Railway System at a cost of \$2,700,000. It is a tubular structure of iron, bolted together in sections in the process of construction, and with its approaches is nearly two miles in length. It entirely overcomes the obstacles presented by a navigable stream, literally alive with commerce during the summer and often completely blocked with ice in winter. This stream is justly called "America's greatest artery of inland commerce," owing to the fact that the enormous tonnage of the Great Lakes and their varied shipping interests all pass through this channel. It seems especially significant that this tunnel permits the intersection of this great water highway by an equally great railway system, without jeopardizing the international interests which are involved in both, and renders especially significant the title, "the link that binds two great nations." The motive power through the tunnel is electricity, powerful motors performing this service quickly, smoothly and cleanly, so that all annoyance from foul air and gases is eliminated and this portion of the trip is very interesting and enjoyable.

Passing through the tunnel, we reach Sarnia. Sarnia is a hustling town of about ten thousand inhabitants, and aside from its general business and shipping interests, it is fast taking its place among the summer resorts, of which there are many on the shores of Lake Huron. It boasts of a well-laid-out park, bearing the name of the lake, which nestles right upon its shores, providing an attractive breathing place for the populace as well as the many tourists who are being attracted year after year. The park is conveniently

With
Train
Four

St. Clair
Tunnel

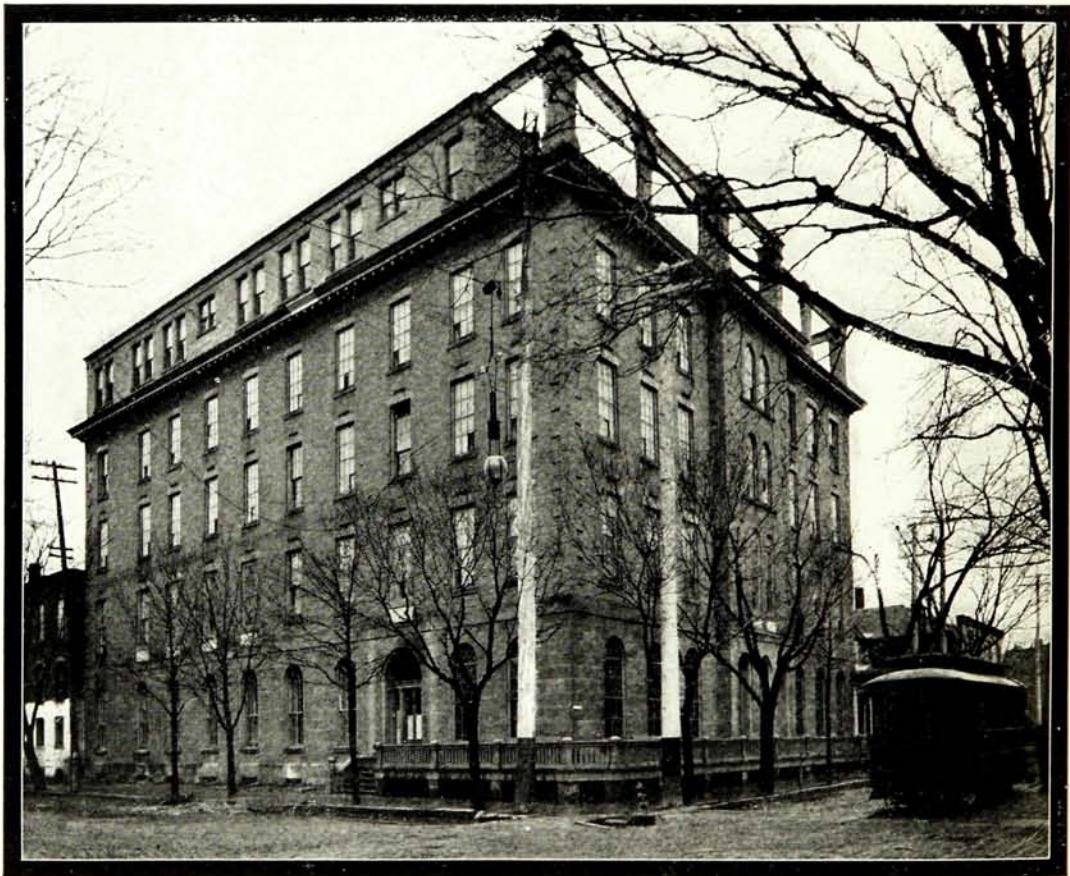


Sarnia

situated about two miles from the town, and is served by a well-equipped electric railway system. The boat trip by the St. Clair route, between Sarnia and Detroit, is also an attractive feature, passing through the St. Clair flats, "the Venice of America," the lovely Lake St. Clair and the Detroit River.

Through
Canada

From Sarnia the line extends eastward to Niagara Falls via London and Hamilton, Ont., and another section of the train proceeds via Stratford, Ont., to Toronto, Montreal, Quebec, Portland, Me., and Boston, Mass.



THE WELAND INN, ST. CATHARINES, ONT.

The route after leaving Sarnia extends through one of the finest sections in the Dominion of Canada. Several prosperous towns, among them being Wyoming, Watford and Strathroy, are passed, and London, a flourishing city, is reached. London has a population of upward of 50,000, and is termed the "Forest City," and, like its English prototype, is situated on the River Thames. Continuing eastward, Ingersoll (population, 5,000), Woodstock (11,000), Paris (4,000) and Brantford (20,000) are left behind, and the train rushes on over the smooth roadbed through one of the most picturesque scenes in Canada.

For miles the road skirts the side of the mountain, at the foot of which lies the town of Dundas, with the valley stretching away to the east and west, making a panoramic vista of nature's beauty as seen from the car window.

Hamilton, nicknamed "The Ambitious City," for its progressiveness and enterprise, is situated on Burlington Bay, part of Lake Ontario, and has a population of 65,000. The situation affords a rare combination of beautiful scenery. The lofty elevations, accessible by two inclined railroads, present beautiful views of the bay and lake, with the city in the foreground, bustling with its animated business and manufacturing interests, which are of no small proportions. From Hamilton, the Toronto branch of the Grand Trunk extends to the main line, 38 miles distant. From Hamilton eastward to Niagara Falls, much of our journey lies along the shore of Lake Ontario, in the midst of what has been aptly termed "the garden spot of Canada." Fine fruit farms and flourishing vineyards greet the eye, interspersed with glimpses of the lake or bits of charming woodland scenery, with here and there a thrifty village, giving evidence of the prosperity of the country through which we are now passing. Near Hamilton, at Burlington Beach, is situated the "Brant House," a popular summer hotel where many spend the hot season. This point is reached by electric cars from Hamilton.

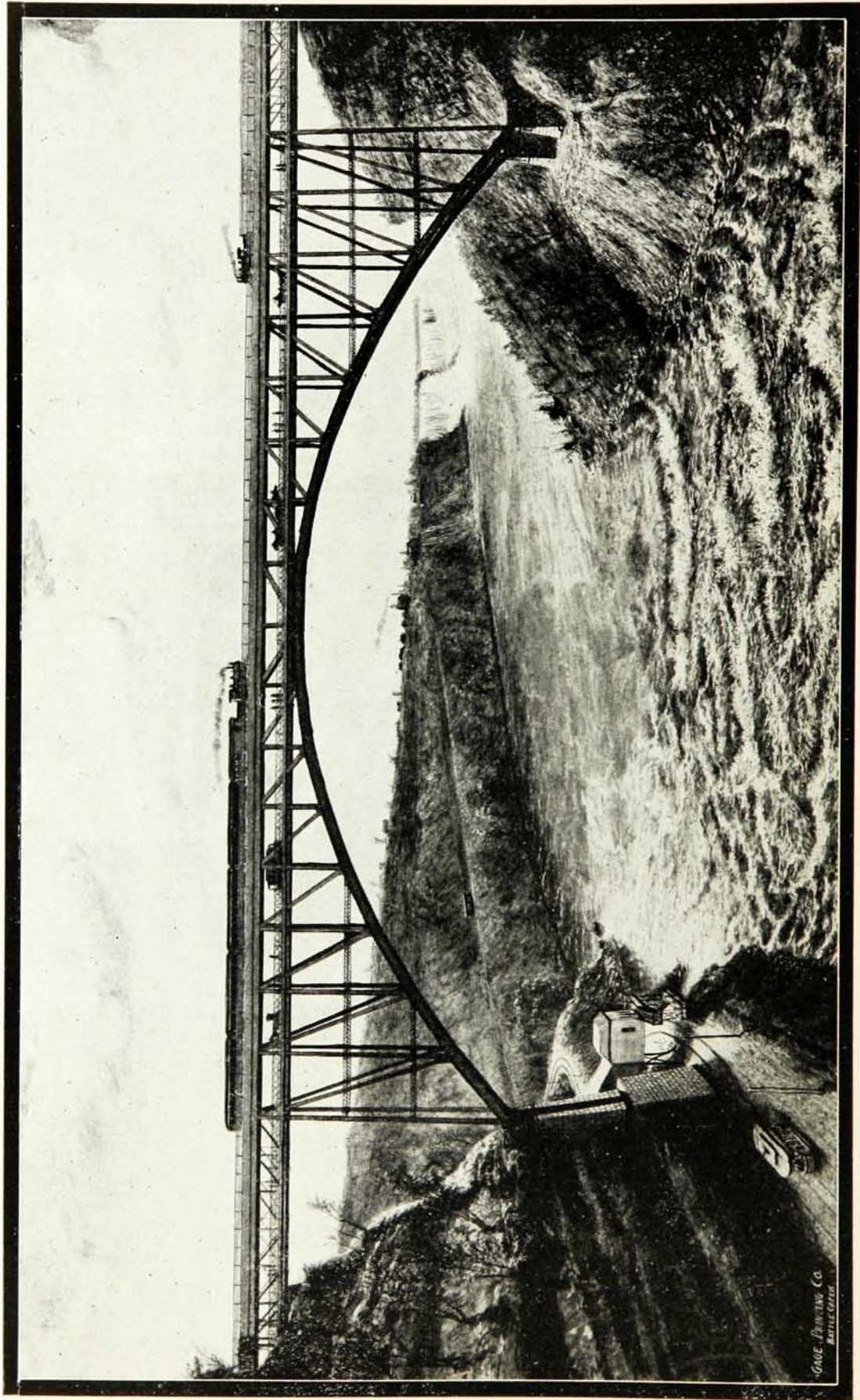
Hamilton

Stony Creek is the first station east of Hamilton. It has a population of 500, and also has a historic reminder in the Stony Creek battle-ground.

Grimsby Park, "The Canadian Chautauqua," is situated about 18 miles from Hamilton and 25 from Niagara Falls. It is delightfully situated on the shore of Lake Ontario, and is recognized as one of the leading summer resorts in Canada. It affords splendid boating, bathing, fishing, in fact, all sorts of outdoor recreation. The Grand Trunk lands passengers right at the entrance to the park.

Eleven miles from Niagara Falls is an important station on the main line of the Grand Trunk. It is known as the "Garden City of Canada," and at this place is situated the historic "St. Catharines Well," the curative properties of which are known far and wide throughout North America. The water of this famous saline well is clear, sparkling and odorless, and is remarkable for its penetrative qualities. The water contains 275 grains sodium chloride to the pint, as well as 135 grains calcium chloride. Its prototype in Europe is the celebrated Kreutznach Spring in Prussia. Other references are Encyclopedia Britannica, Appleton's America Encyclopedia, the Allbutts System of Medicine, etc. These waters are a great specific for such diseases as rheumatism, gout, scrofula, neuralgia, liver troubles, skin diseases and cases of nervous prostration. Hundreds of people annually make their way here for treatment. The "Welland," a quiet sanatorium hotel, is located here, and comfortable accommodation can be secured at reasonable rates, which include board, baths, attendant and massage. A physician is always in attendance for the guests without extra charge. After leaving St. Catharines, we soon arrive at Niagara Falls, Ont.—between which

St.
Catharines



GRAND TRUNK DOUBLE-TRACK STEEL-ARCH BRIDGE OVER NIAGARA RIVER.

W. H. P. & CO.
BOSTON

place and Suspension Bridge the great single-arch, double-track steel bridge, constructed by the Grand Trunk, spans the deep gorge of the Niagara River.

Niagara Falls itself is the ever-famous and renowned natural wonder of the universe. Next in sublimity and grandeur to the waterfall itself is the gorge through which the waters, after their awful plunge over the cliff, rush onward to Lake Ontario. For a little distance from the foot of the falls, the stream is comparatively placid, but gathering momentum as the channel narrows, it fills the gorge and rushes over the rocks in foamy rapids; here breaking into spray, and there springing high into the air as it dashes against some rocky obstruction in its mad race for the calmer reaches of the bed below. Over this tumultuous stream, reaching from bank to bank, in a single graceful span which, while enormously strong, looks like a spider's web, is the steel-arch bridge, second in wonder and sublimity only to the great cataract itself, lending an added interest to a visit to Niagara by its beauty and grace as a feature of the landscape, and as a triumph of engineering skill, a worthy companion piece of man's handiwork to be associated with the great works of nature among which it is placed. It stands where for more than forty years the world-renowned Suspension Bridge has spanned this gorge, and was so long regarded as the crowning triumph of engineering skill. Scarcely less wonderful than the bridge itself is the fact that its construction was completed without the interruption of traffic, the old bridge serving its regular uses until the new bridge was sufficiently advanced to allow of its removal. The illustration in this brochure will give a good general idea of the structure and the principles involved in its construction. From abutments on either bank springs a steel arch, spanning the gorge, with its highest point 252 feet above the water. The span between the piers is 550 feet, and a trussed span at each end, 115 feet long, connects the arch with the bluff. The total length of the bridge, with its approaches, is over 1,100 feet. It has two decks or floors, the upper one 30 feet wide, occupied by the double track of the Grand Trunk Railway System, the lower comprising a broad carriage-way in the center, and foot-walks outside of all, making a total width of 57 feet. The sustaining strength of the structure is enormous, being six times that of the old bridge.

Leaving Suspension Bridge via the Lehigh Valley Railroad, on the way to New York and Philadelphia, one passes, in more or less rapid panorama, the Falls of Niagara, the beautiful lake region of New York State, and the magnificent heights and valleys of the Alleghanies in Pennsylvania.

Many are the points of supreme interest along this route, beginning with Niagara Falls, that marvelous creation of nature's handiwork, in writing of which Dickens said:

"Niagara was at once stamped upon my heart an image of beauty, to remain there, changeless and indelible, until the pulse ceased to beat forever.

"Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days I passed upon that enchanted ground.

Niagara
Falls

Steel
Arch
Bridge



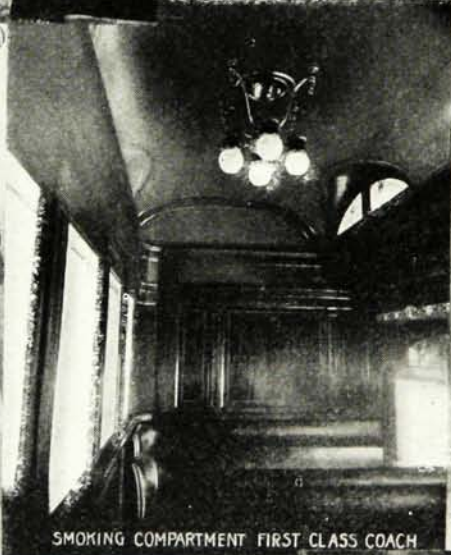


PARLOR CAR



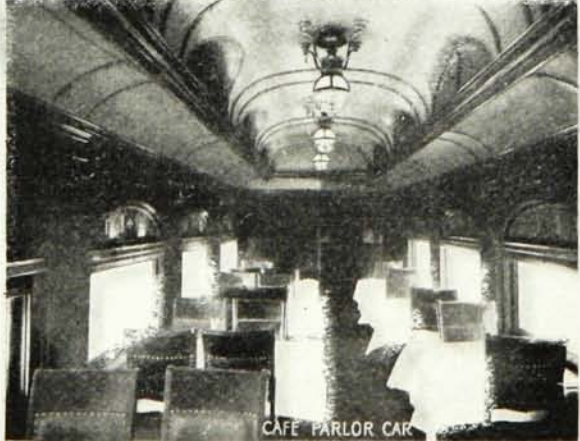
PULLMAN SLEEPING CAR

CAR INTERIORS
TRAINS 3 AND 4



SMOKING COMPARTMENT FIRST CLASS COACH

GRAND TRUNK
RAILWAY SYSTEM



CAFE PARLOR CAR



FIRST CLASS COACH

“What voices spoke out from the thundering waters; what faces, faded from earth, looked out upon me from its gleaming depths; what heavenly promise glistened in those angels’ tears, and drops of many hues, that showered around and twined themselves about the gorgeous arches which the changing rainbow made.

Dickens
on
Niagara

“To wander to and fro all day and see the cataracts from all points of view; to stand upon the edge of the great Horseshoe Falls, marking the hurried water gathering strength as it approached the verge, yet seeming to pause before it shot into the gulf below; to gaze from the river’s bank up at the torrent as it came streaming down; to climb the neighboring heights and watch it through the trees and see the writhing water in the rapids hurrying on to take the fearful plunge; to linger in the shadow of the solid rocks, three miles below, watching the river, as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet far down beneath the surface of its giant leap. I think in every quiet season now still do the waters roll, and leap, and roar, and bubble all day long, still are the rainbows spanning a hundred feet below. Still when the sun is on them do they shine and glow like molten gold. Still when the day is gloomy do they fall like snow or seem to crumble away like the foot of a great chalk cliff, or roll down the rocks like dense light smoke.”

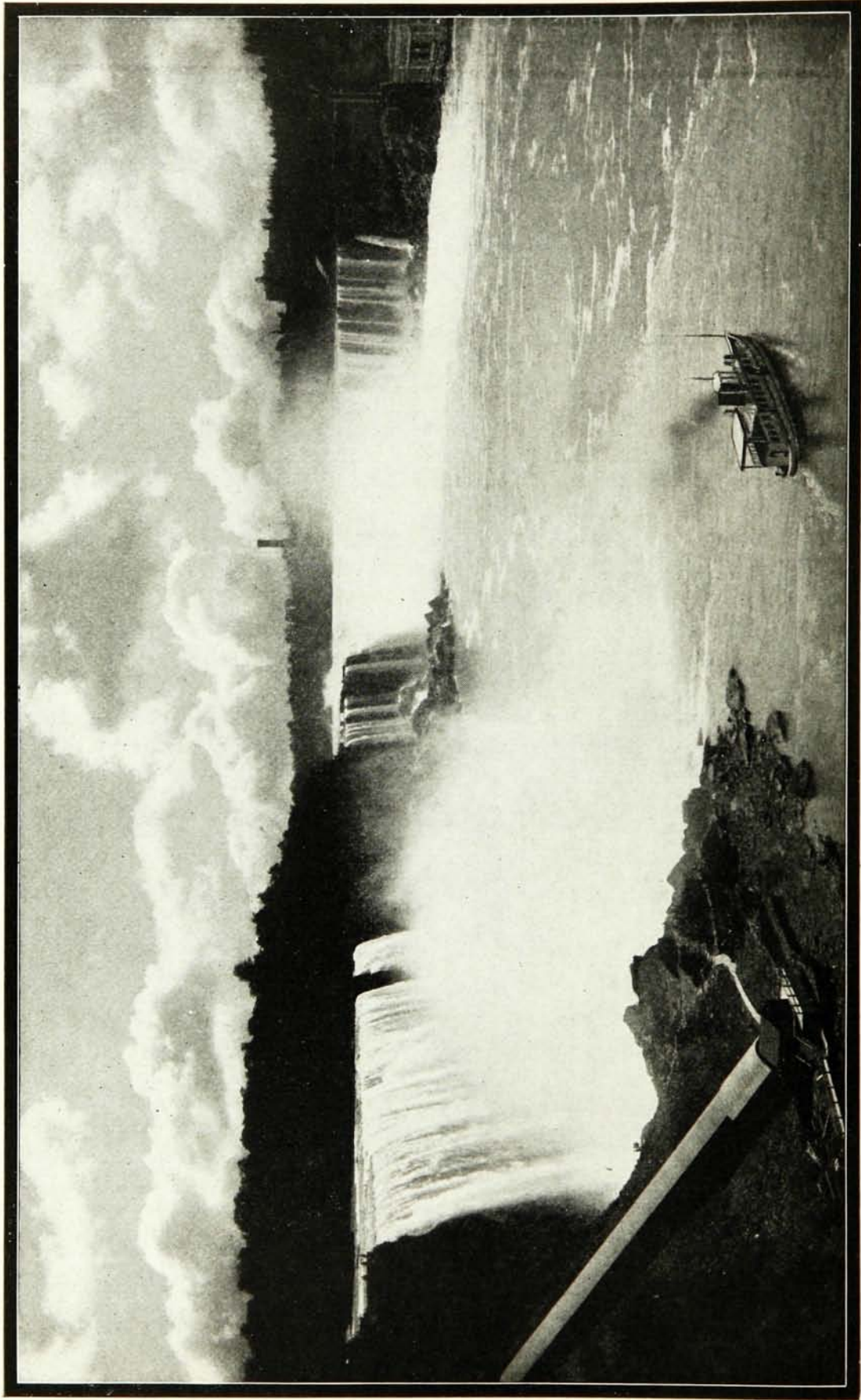
Passengers holding limited first-class tickets over the Grand Trunk Railway System or Lehigh Valley Railroad, eastbound or westbound, via Suspension Bridge, have the privilege of stopping off at Niagara Falls under conditions which can be obtained from ticket agent or train conductor. On certain limited tickets an extension of time not exceeding ten days is also granted. To obtain this privilege, passengers must deposit their ticket with ticket agents of the Grand Trunk Railway System at Niagara Falls, Ont., Suspension Bridge, N. Y., or with the ticket agent of the Lehigh Valley Railroad at Niagara Falls, N. Y., immediately on arrival, and will be furnished, within thirty minutes of departure time of train on which they resume their journey, with continuous passage ticket to destination via same route and class as original ticket.

Passengers holding first-class tickets via Grand Trunk Railway System, reading from or through Montreal, destined to Detroit, Port Huron and West, or issued from or through Detroit and Port Huron, reading to Montreal and points reached through Montreal, will be granted privilege of stop-over at Hamilton or Toronto for a period not exceeding ten days, under same conditions as govern stop-over at Niagara Falls.

Round-trip tickets by electric railways across the Gorge and making the circular tour of the American and Canadian sides of the River and Falls, are on sale at Grand Trunk principal ticket offices.

Along the
Lehigh
Valley

The scene from the car window, when the lake region of central western New York is reached, is like a glimpse of Paradise.



GENERAL VIEW OF NIAGARA FALLS.

Wyoming Valley, made famous in song and story, is a beautiful, fertile valley in Luzerne County, Pennsylvania, on the Susquehanna River, twenty-one miles long by three miles wide, surrounded by mountains 1000 feet high. In this valley is located the city of Wilkesbarre, which is beautifully situated at the base of the mountain. The iron and steel plants, coal operations and textile mills make Wilkesbarre a busy place.

From Wilkesbarre to Glen Summit Springs, a distance of about 19 miles, the scenery is grand and beautiful. As the train ascends the mountain, Wyoming Valley lies behind; and the city of Wilkesbarre, nestling in the valley, with its white houses gleaming in the sunlight, greets the eye at every turn, making a picturesque sight never to be forgotten.

Mauch Chunk is strikingly wild and impressive, being one of the most picturesque places on this continent, and well deserving of the name that has been applied to it by so many tourists—The Switzerland of America.

Bethlehem, the diverging point to Philadelphia and New York, was founded in 1741 as a Moravian colony for mission work among the aborigines. This religious order, having its origin in the twelfth century, is the oldest Protestant Church in existence. Bethlehem has for a century and a half been regarded as a great educational center, and it still maintains a claim to superiority. The educational institutions here are the Lehigh University, the Bethlehem Preparatory School, the Moravian Parochial School, and the Moravian Seminary for Young Ladies.

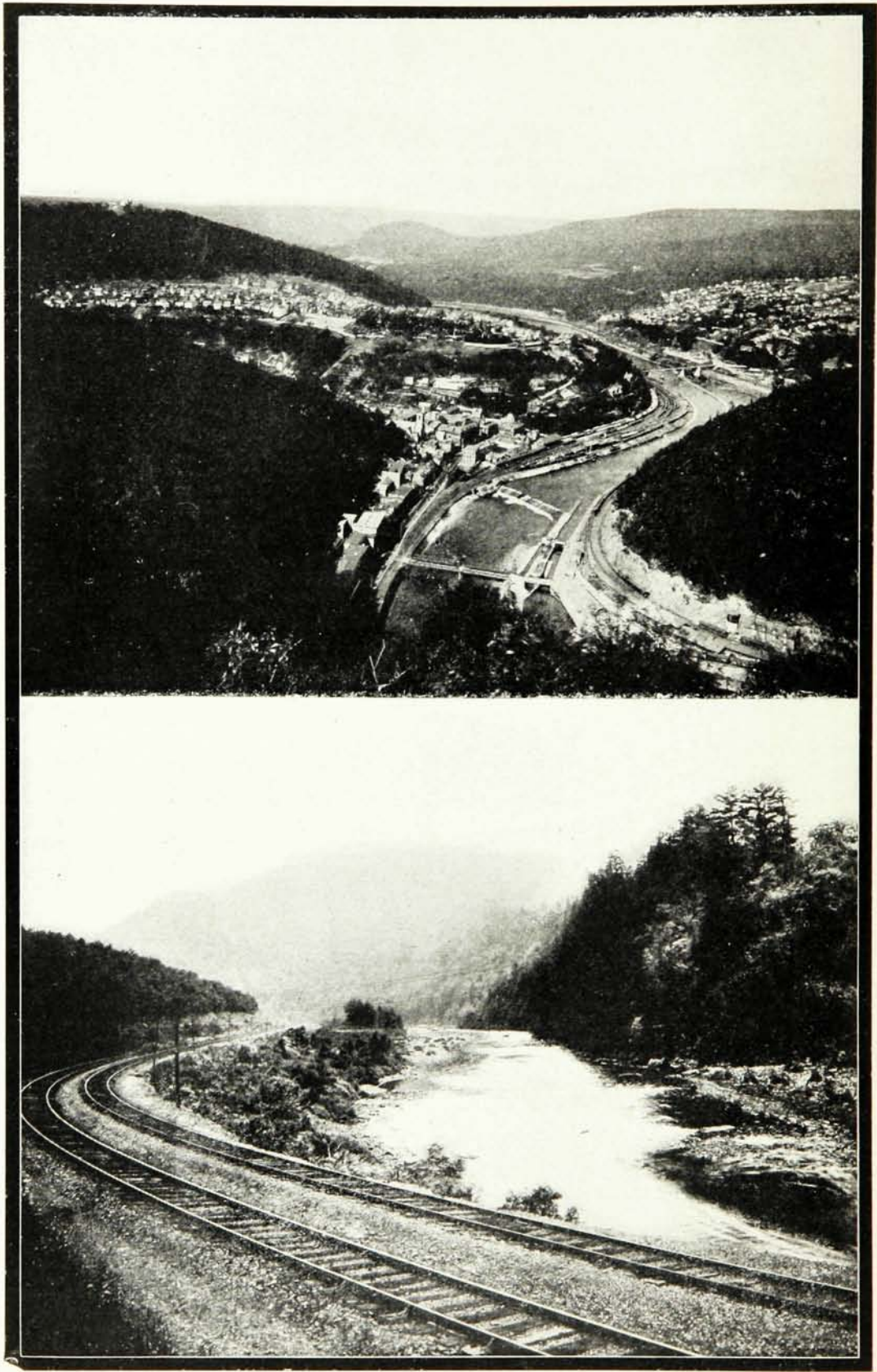
On the south side of the railroad track, just east of the station, are the great ordnance works and machine shops of the Bethlehem Steel Company.

So many historic recollections cluster around Philadelphia that it is useless to attempt to go into the detail of any in this pamphlet. Here is located Fairmount Park, which embraces within its confines 2,805 acres of ground. Among the many notable spots in Fairmount Park are the following:

Penn House, which is the first brick structure erected in Philadelphia, 1682, and for many years used as the State House for the Province of Pennsylvania; Horticultural Hall, Memorial Hall, George's Hall, Belmont Mansion, Tom Moore's house (this being the house occupied by Tom Moore, the sweet Irish poet, while sojourning in the United States), Fountain Green, Mount Pleasant, Rockland, Ormister, Strawberry Mansion, Woodford Mansion and the Zoological Gardens.

After leaving South Bethlehem, on the Lehigh Valley Railroad, we pass Freemansburg, a small village which at one time was the center of canal-boat industry. Easton, Pa., is 77 miles from New York, and is seen on the left. On the heights, beyond the closely built portion of the lower end, are seen the Lafayette College buildings, and beyond them, on the crest of the





VIEWS EN ROUTE BETWEEN NIAGARA FALLS AND NEW YORK
ON THE LEHIGH VALLEY.

mountain, Pasinosa Inn. The river Lehigh here joins the Delaware. On the train speeds, and the pretty suburban resorts of Oak Tree, Ash Brook, Picton, Crawford, Aldene, Roselle, etc., where New York's business men make their homes and find in the fresh country air and rural surroundings many advantages over life in the great and crowded city, are passed. In a few minutes, the train, after its long run, enters the fine arched station at Jersey City, where ferry is taken for New York, the metropolis of America.

Passengers to and from New York via the Lehigh Valley Railroad are afforded the exceptional and convenient facilities of three passenger stations in different parts of Manhattan Island: Cortlandt Street on the south, Twenty-third Street on the north, and Desbrosses Street between; and in Brooklyn by Annex boats to foot of Fulton Street. The advantages of Cortlandt and Desbrosses Streets as terminals for business and professional patrons are already too well known to necessitate elaborate explanation.

New York
Terminals

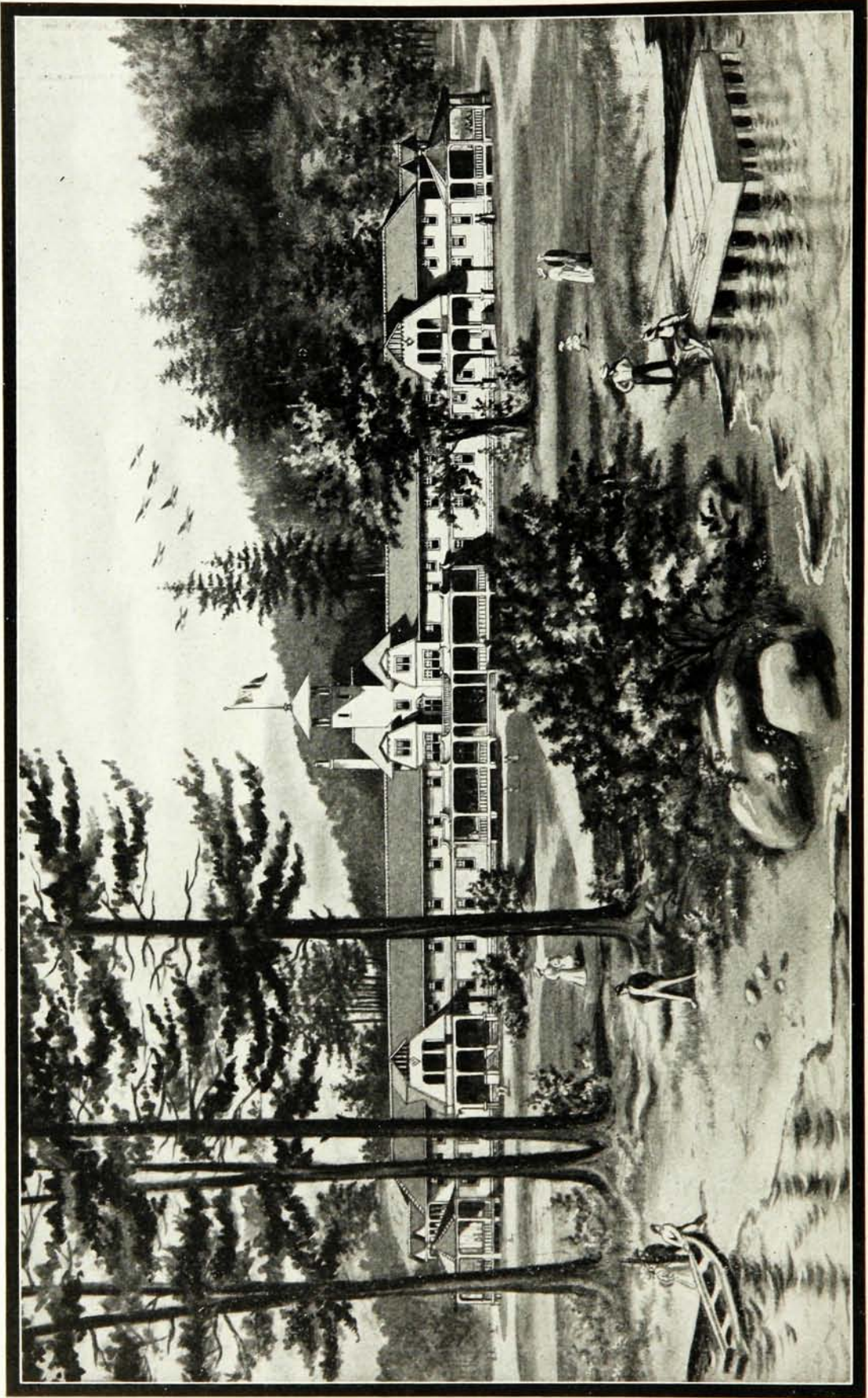
This is situated near the center of the hotel, theatre and shopping district, and in addition to the excellent street-car service to the station, a complete cab and carriage service is maintained exclusively for the accommodation of passengers. The charges for this service are made upon a very reasonable basis. An agent of the cab service will be found at the cab stand, within easy access to the waiting room, who will see that all orders for vehicles are promptly filled, and that patrons are courteously and satisfactorily served.

Eastbound passengers on "No. 4" for Toronto, Montreal, Quebec, Portland or Boston proceed from Port Huron via Stratford and the main line, arriving at Toronto at breakfast time. This section of the system passes through a district equally as interesting and prosperous as the route traversed between Sarnia and Niagara Falls, and many thriving towns are passed *en route*, including Stratford, a city of about 15,000 inhabitants and an important railroad center of the Middle Division of the Grand Trunk System, Berlin (12,000) and Guelph (14,000).

East-
Bound
via
Main
Line

Arriving at Toronto, the traveller may obtain a comfortable morning meal at the splendid dining-room and lunch counter located in the Union Station before proceeding on the journey, or breakfast may be enjoyed in the parlor-library-cafe car which is attached to the train here.

Toronto is known as the "Queen City of Canada," and is the second city in size and importance in the Dominion. The population is in excess of 260,000. It boasts of well-paved, beautiful, shady streets and public parks, and many of its public buildings rank among the finest in America. It is also a noted educational and musical center. It is the gateway to the famous tourist and summer resorts of the Highlands of Ontario, all of which are reached direct by the Grand Trunk Railway System, including the following: Georgian Bay, Muskoka Lakes, Orillia and Couchiching, Lake of Bays, Maganetawan River, Lake Nipissing and French River, Temagami, Algonquin National Park and the Kawartha Lakes.



THE "WAWA" HOTEL, NORWAY POINT, LAKE OF BAYS.

Notable among the institutions that have flourished and grown to large proportions in Toronto is the Canadian National Exhibition. This exhibition was established in 1878 in a modest way, but the management was enterprising and vigorous, with the result that it is to-day one of the greatest annual exhibitions held anywhere in the world, and is probably the largest held in America. It lasts for two weeks, opening on the last Monday in August each year. The extensive grounds cover an area of over 200 acres and are beautifully situated on the shore of Lake Ontario, within the city limits, and may be seen to the right of the track just after passing South Parkdale station. The buildings are all permanent structures and of handsome design, and were constructed at a cost of over \$1,500,000. The grand stand is the largest fireproof structure of its kind in the world.

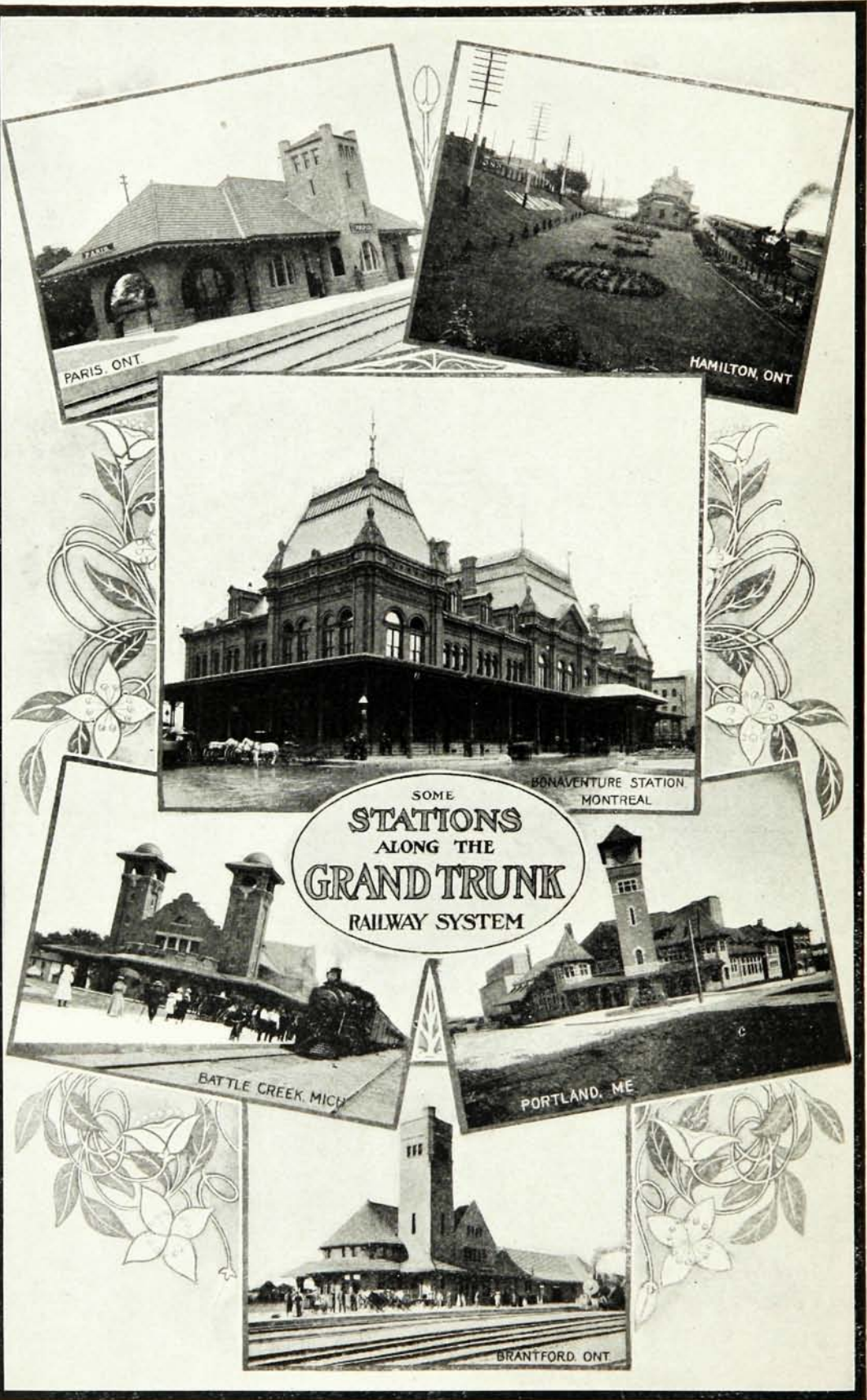
Canadian
National
Exhibition

After leaving the Queen City the train skirts Lake Ontario for a distance of some 60 miles, until Port Hope is reached, and then runs through an agricultural section of rich lands and a district which shows prosperity and thrift on every hand. In the trip from Toronto to Kingston many smart

Toronto
to
Kingston



ON THE GRAND PLAZA

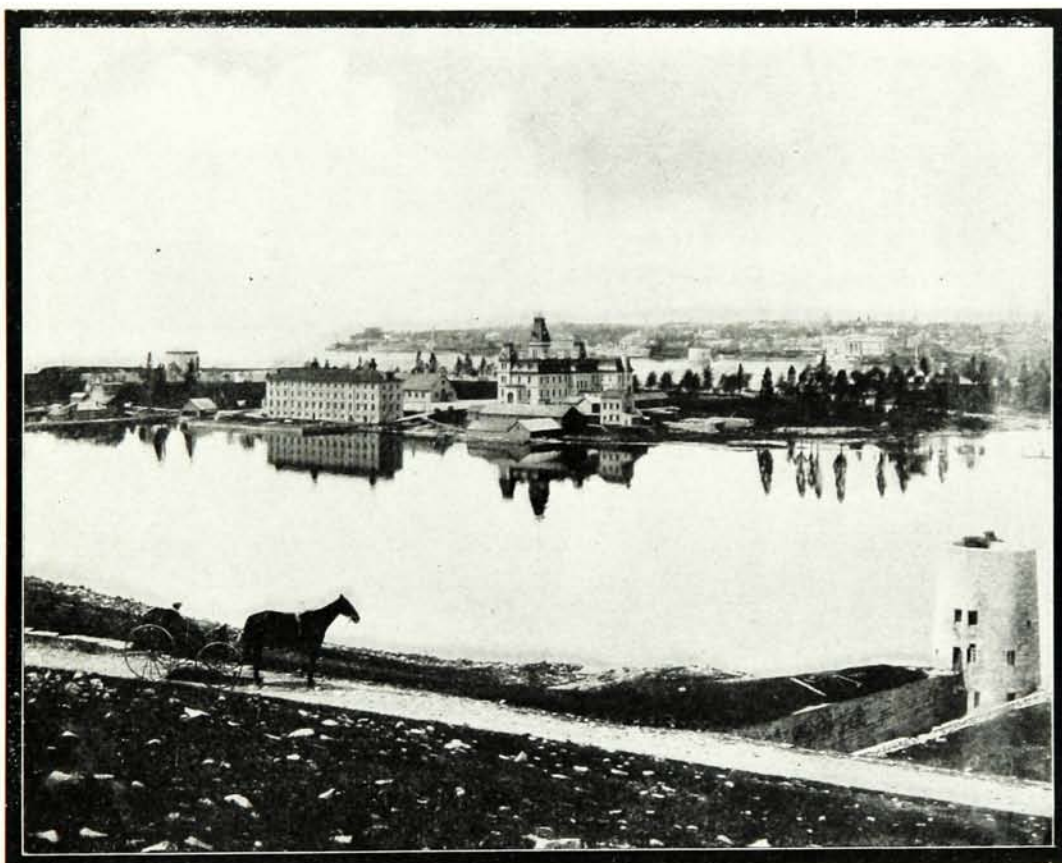


SOME
STATIONS
ALONG THE
GRAND TRUNK
RAILWAY SYSTEM



towns are passed of greater or less interest to the tourist; in fact, many of them take on a decided holiday air during the summer months and are much in favor as summer resorts. In the list may be included Whitby, Oshawa, Port Hope, Cobourg, Belleville and Napanee, which are passed in the order named.

Cobourg is the starting point for the new system of car ferries that has been placed in operation across Lake Ontario to Charlotte, N. Y., by the Grand Trunk Railway System. These ferries are mammoth in proportion,



KINGSTON, ONT.

carrying a complete train of 28 loaded cars under deck. On the upper deck luxurious accommodation is provided for passengers.

Belleville is the gateway to that beautiful body of water, the Bay of Quinte, famed as a fishing resort. The lordly maskinonge abound in these waters, as is also the case at many points on the St. Lawrence River.

One of the pleasantest cities of Canada is Kingston, situated on the River St. Lawrence on the main line of the Grand Trunk. Its old importance, both as a military post and a political center, has now passed away, but the country around is so pleasant that it will always be a favorite place of residence. Picturesque martello towers rise from the water and are nested

Kingston

along, the environs of the town to where Fort Henry, on the hill to the southward, dominates the landscape. The traces of the old French fort, built by Frontenac, are still visible.

Kingston is also a favorite point of embarkation for the trip through the Thousand Islands and down the St. Lawrence River, steamers leaving daily early each morning during the summer tourist season. It is also the objective



AMONG THE 1000 ISLANDS OF THE ST. LAWRENCE.

point for the beautiful trip up the Rideau River and Lakes to Ottawa, the Capital of the Dominion of Canada, steamers leaving daily except Sunday.

1000
Islands

The Thousand Islands of the St. Lawrence is one of the most popular tourist districts in America, and is visited yearly by thousands of tourists, as well as being the permanent summer home of many of America's prominent citizens.

Other places of importance on the route of Trains Three and Four between Kingston and Montreal are Thousand Islands Junction (the gateway to the Islands via Gananoque) where steamers are taken for the several popular resorts situated in the Thousand Islands. The Gananoque Inn, a modern and popular summer hotel, is located here and offers exceptionally good accommodations to tourists, travellers and pleasure-seekers.

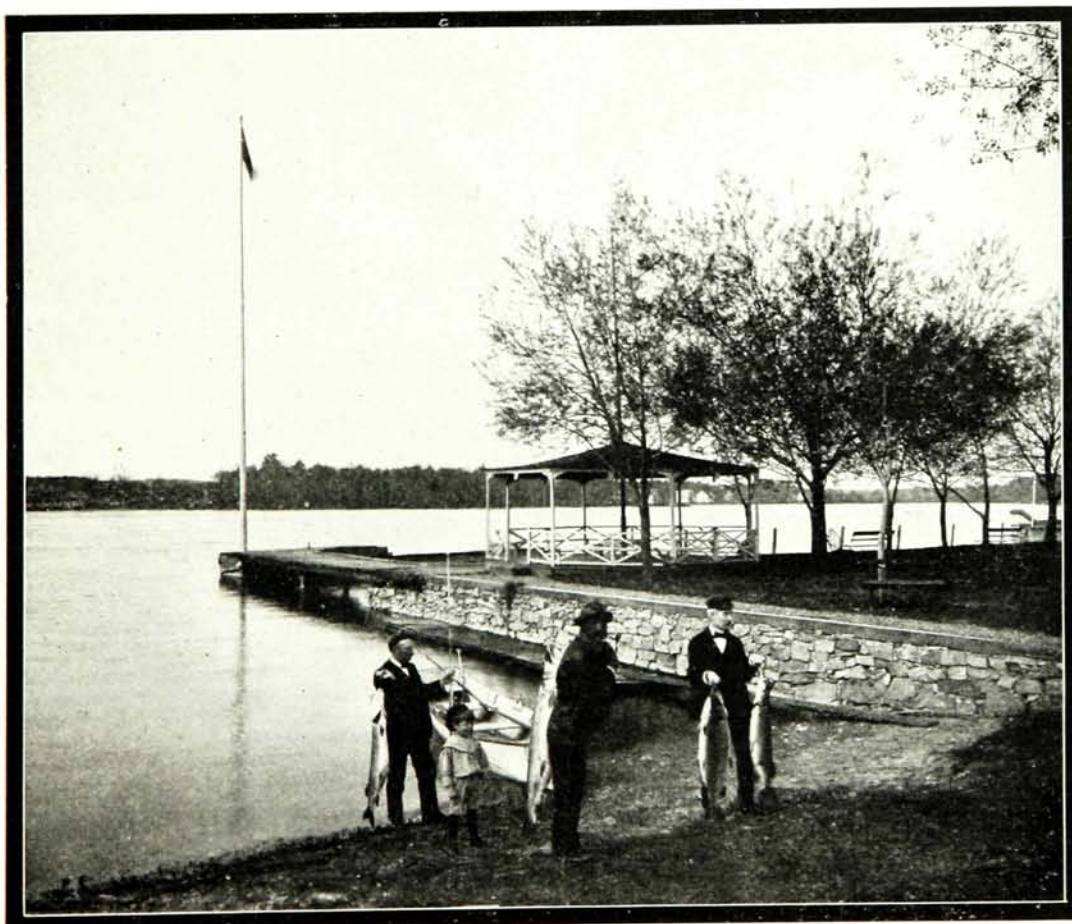
Brockville, Prescott and Cornwall are other thriving towns that are passed and which have developed into notable manufacturing centers.

Thirty miles east of Cornwall we reach Coteau Junction, where the Ottawa Division of the Grand Trunk crosses the main line, leading north to Ottawa, the Capital city of Canada, and south to connection with the Central Vermont Railway. A side trip is afforded to Ottawa on first-class tickets from west of Toronto to points Montreal and east.

Nearing Montreal, the fashionable suburban resorts, where the elite of the metropolis of Canada spend their summer months, are passed. Many of these places are picturesquely situated amidst some of nature's best scenery. At Ste. Anne de Bellevue many of Montreal's merchant princes have built handsome villas, which they occupy during the heated term of the season, while at Vaudreuil, Beaconsfield, Point Claire, Valois, Dorval and Lachine thousands of the city's population take advantage of the pleasures to be derived at any of these points, some of which are situated on the banks of the Ottawa River, others on Lake St. Louis, and many on the banks of the St. Lawrence River.

At Ste. Anne de Bellevue the Macdonald College and grounds may be seen on either sides of the track, the principal buildings, however, being on the south side looking towards the river. Macdonald College, which is

St. Anne
de
Bellevue

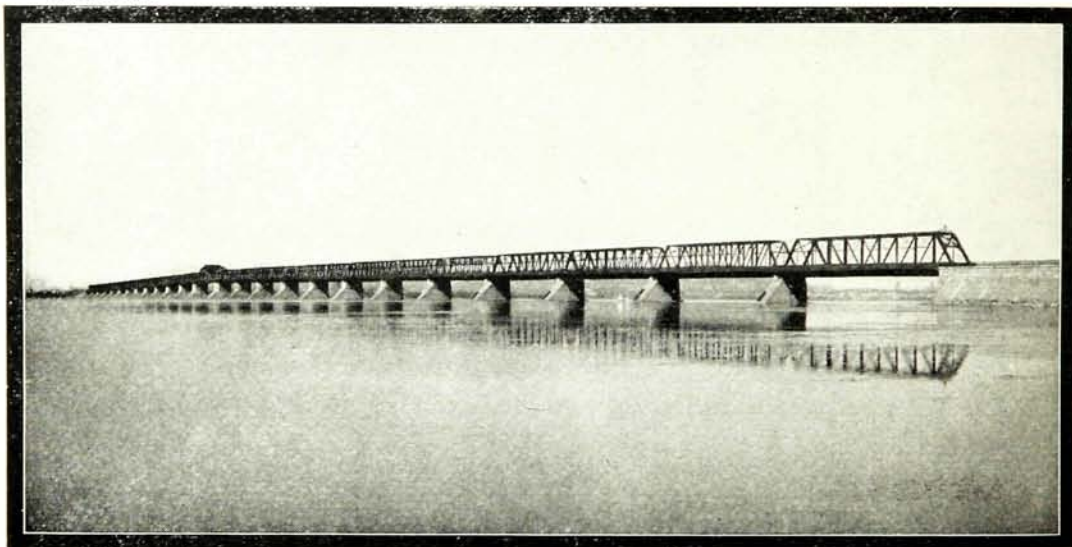


MASKINONGE FISHING, STE. ANNE DE BELLEVUE, QUE.

incorporated with McGill University, Montreal, was founded, erected, equipped and endowed by Sir William Macdonald for the following among other purposes:

(1) For the advancement of education; for the carrying on of research work and investigation and the dissemination of knowledge: all with particular regard to the interests and needs of the population in rural districts.

(2) To provide suitable and effective training for teachers, and especially for those whose work will directly affect the education in schools in rural districts.



GRAND TRUNK VICTORIA JUBILEE BRIDGE OVER THE ST. LAWRENCE RIVER, MONTREAL.

The College occupies a beautiful site, overlooking the Ottawa River at Ste. Anne de Bellevue, Que., twenty miles from Montreal.

Montreal

Number Four arrives at Montreal in time for dinner, with two hours or more to spare before proceeding to Quebec, Portland or Boston. A dining-room is located in the Bonaventure Station at Montreal, where first-class service may be relied on.

Population about 400,000, being the metropolis of Canada, and one of the most beautiful and interesting cities on the continent; a sojourn in its confines will repay the lover of nature or history. Montreal has always been interesting—from its early days of strife, of which not a few landmarks still remain to mark a tragic spot or commemorate a valiant deed, to the present-day attractiveness of a modern city, situated, as Montreal is, at the base of beautiful Mount Royal. Montreal's pretty squares, handsome commercial and public buildings, beautiful churches and magnificent Mount Royal Park, all add much to the interest of a visit. Write to any agent of the Grand Trunk for a copy of "Montreal and Quebec."

Within easy access from Montreal by rail or boat is the famous Abenakis Springs, situated on the St. Francis River at its confluence with the waters of the St. Lawrence at Lake St. Peter. This is a popular resort for a large

number of tourists each year, and there is no more interesting or delightful spot than the romantic region in which these springs are situated. The distance from Montreal is 68 miles. Good hotel accommodations may be found here.

Leaving Bonaventure Station, Montreal, we cross the celebrated Victoria Jubilee Bridge over the St. Lawrence River. It is owned by the Grand Trunk Railway System, and replaces the old Victoria tubular bridge erected by this company in 1860. It is one of the longest bridges in the world, being nearly two miles in length, including approaches, and cost, including original structure, \$9,000,000. The view from the train while crossing, with the city in the foreground, backed up by the graceful mountain, is one of much grandeur, and if seen while approaching the city from the south shore, more especially at night, with the city illuminated by thousands of electric

Victoria
Jubilee
Bridge



ST. FRANCIS VALLEY, NEAR SHERBROOKE, QUE.

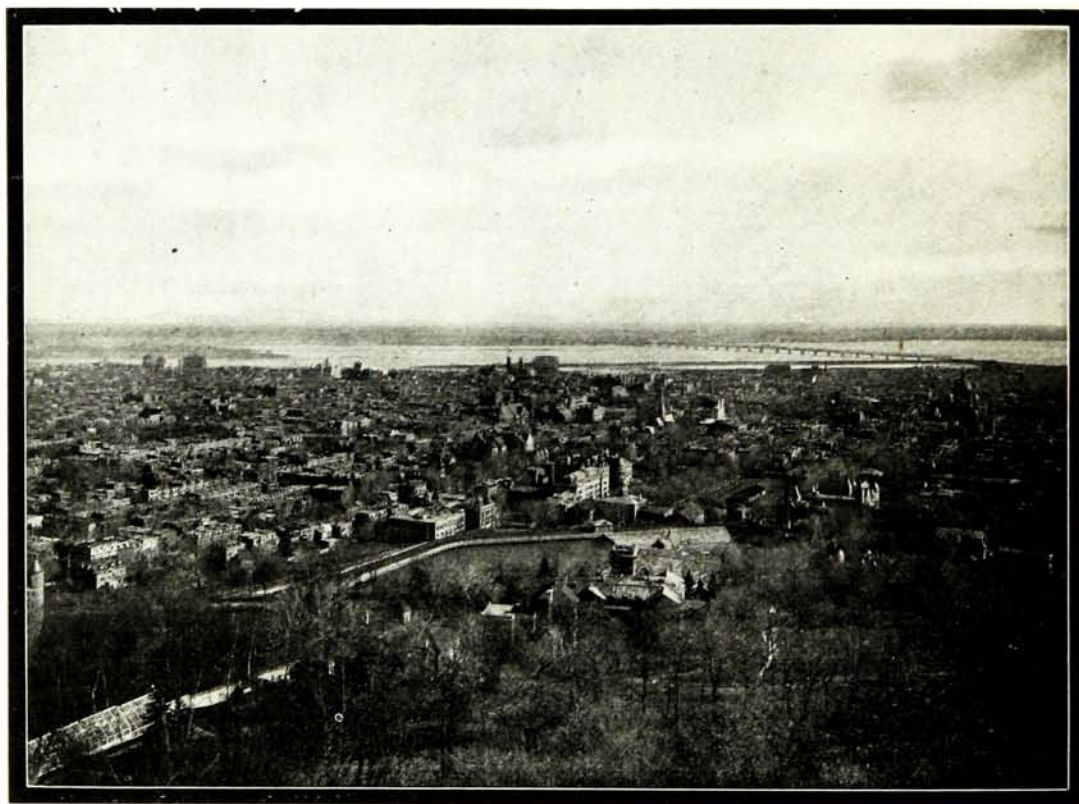
lights, the scene is especially grand. It is an open steel double-tracked structure, with carriage-ways and foot-walks on each side of the main trusses, and altogether is one of great beauty.

Continuing on toward Portland, Me., the scenery is totally different from that which is seen west of Montreal. Here a diversity of the picturesque is enjoyed; at one time the train rushes along the shores of a placid stream,

Montreal
to
Portland

and at another the powerful engine is exerting every effort to climb the steep grades that are necessary through the mountain passes, and the view at times is awe-inspiring and grand in the extreme while gazing out of the car windows at the towering mountains that rise sheer from the track to dizzy heights above.

Among the many interesting places that are seen between Montreal and the sea are Sherbrook, Island Pond, Vt., Gorham, N. H., Mount Washington, Shelburne, N. H., Gilead, Me., Bethel, Me., Bryant's Pond, Me.,



MONTREAL, FROM MOUNT ROYAL.

Oxford, Me. The great Poland Spring House at South Poland, Me., is seen from the train, and is reached from Danville Junction by stage, a distance of three miles.

**Green
Mountains**

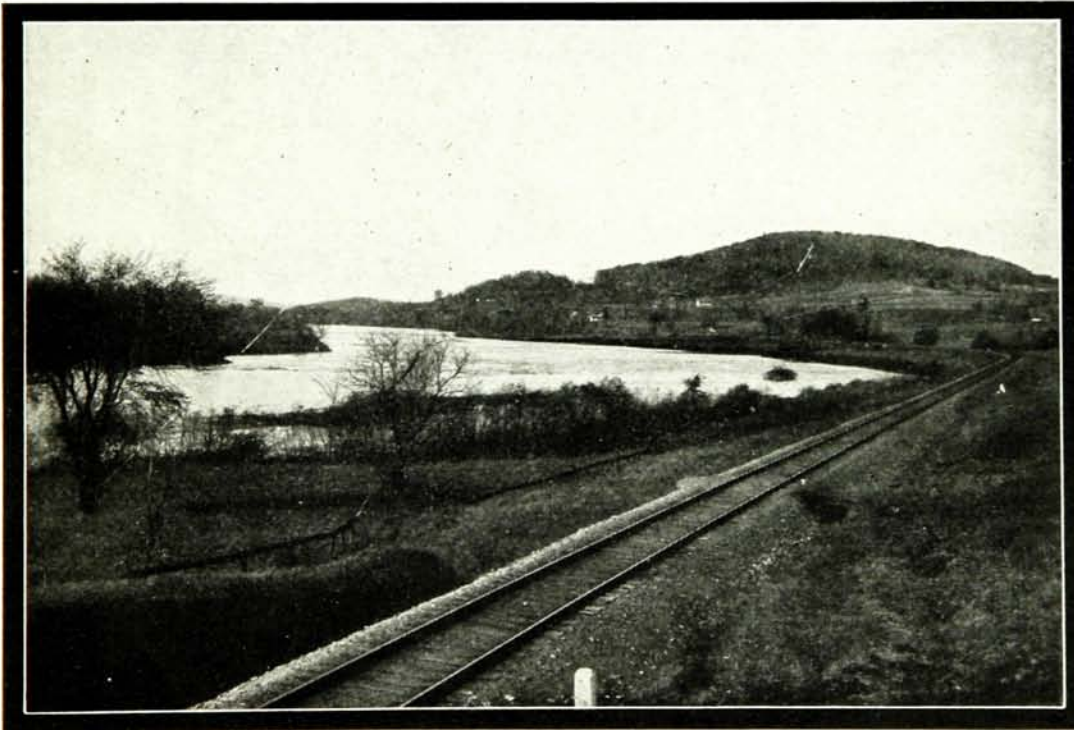
The mountain scenery commences shortly after leaving Montreal, when the beautiful Belœil Mountains are passed. At Richmond the line to "Old Quebec" diverges from the main line. Proceeding, we pass through a beautifully picturesque country to the city of Sherbrooke, and on to Island Pond, Vt., which lies in a pass through the eastern range of the Green Mountains of Vermont, on the summit of the divide between the Connecticut and St. Lawrence River system, 1,250 feet above sea-level, where mountain peaks raise their stately heads to a height of 4,000 feet. The surrounding mountains temper the heat of summer to agreeable coolness and produce unrivalled

scenery. The high altitude insures purest air and consequent freedom from pulmonary and catarrhal affections. The stream and lakes surrounding are alive with trout and black bass, many of the waters being stocked annually by the State government. The drives through the country are unexcelled, and with first-class hotel accommodation it is a popular stopping place for the automobilist between the White Mountains and Montreal and Quebec.

One hundred and eighty-one miles east of Montreal lies a small station called Stark, a little distance from which passengers in the train have a fine view of those remarkable twin mountains called "Stark Peaks," generally considered to be the most symmetrical elevations of the whole New England mountain region.

Gorham is the gateway to the mountain region, and is a picturesque and thriving village situated in a broad and beautiful valley at the confluence of the Androscoggin and Peabody rivers. The scenery in the vicinity of the village is remarkably striking, both in the vistas of the different mountain ranges and the isolated peaks which loom up at different points, and of the

Gorham,
N. H.



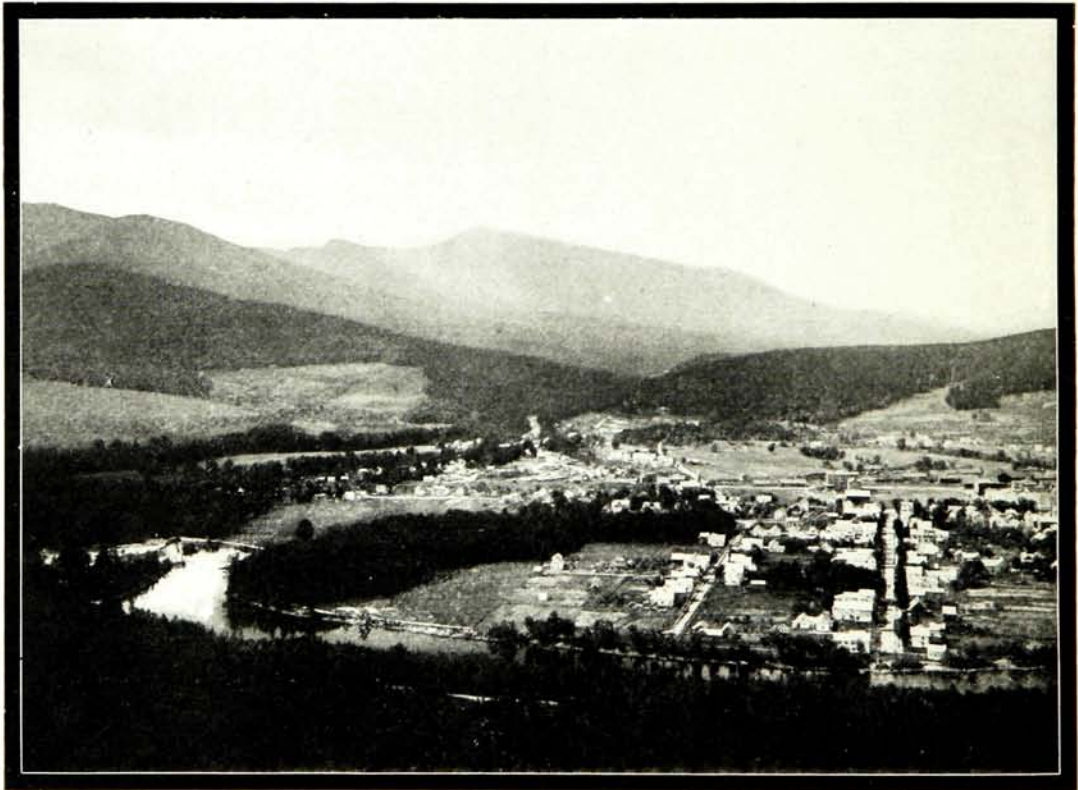
IN THE ST. FRANCIS VALLEY, NEAR RICHMOND, QUE.

rivers and waterfalls. The range embracing Mounts Norwich, Carter and The Imp, in particular, is seen to great advantage. Mount Carter is one of the highest and Mount Norwich the most graceful of the White Hills in New Hampshire, and the best view of them is from the Mount Madison House, situated near the station of the Grand Trunk Railway System. A noble range of hills rises up to view to the northwest of Gorham, and is

known as the Pilot Range, while to the east is seen the Androscoggin Hills, which wall in the valley on that side. Mount Hayes (2,500 feet), directly behind the Mount Madison House, is the highest of these latter, and may be ascended by a footpath leading to the summit in about two hours. The view from the top of this mountain is something magnificent. Mounts Adams and Jefferson are in full view, and Mount Washington is seen to better advantage than from any other point.

White
Mountains

Mount Washington (6,293 feet), looking out from beyond, a head taller than all the others, is the mountain monarch of the north, about whose summit, veiled in clouds and darkness, the thunder god occasionally holds his turbulent court. From the base of Mount Washington can be seen the five highest peaks of the range. Mount Washington may be ascended by means of a mountain railway which operates to the summit, the view from which is awe-inspiring and wonderful. And so on to Portland, Me., with varied mountain scenery for many miles. Good accommodation is available



GORHAM, N. H., GATEWAY TO THE WHITE MOUNTAINS.

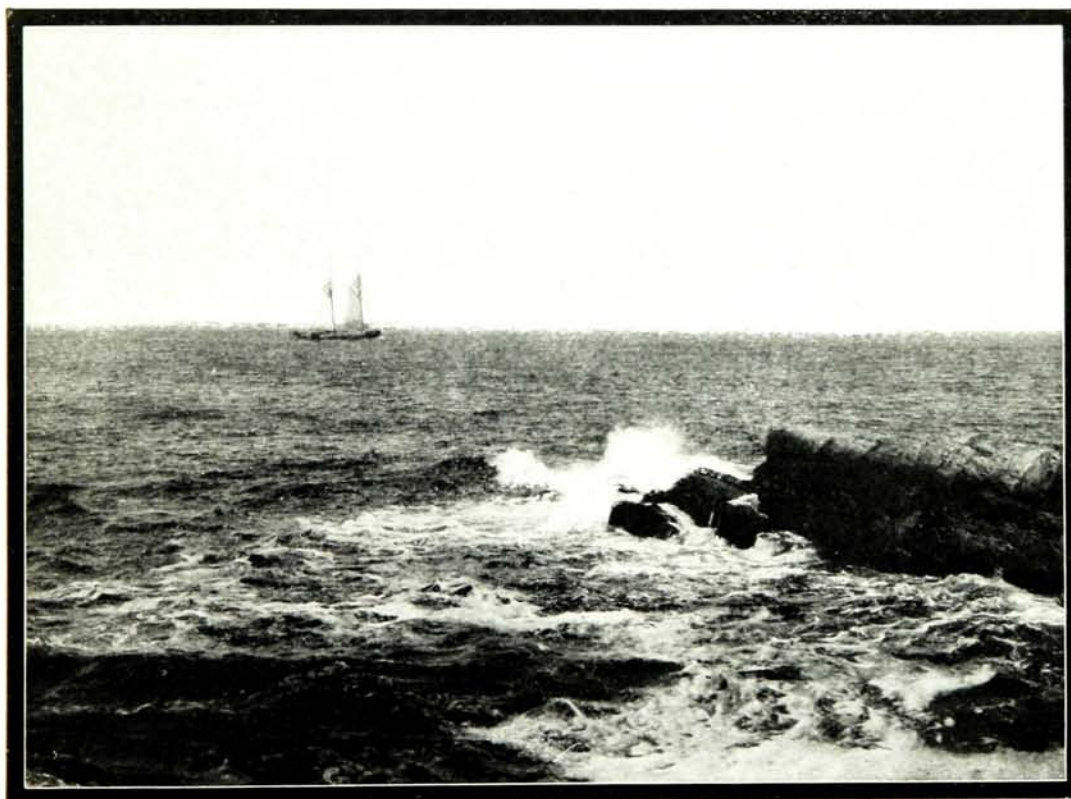
at all points, and for the fisherman, the streams are bounteously supplied. Complete description of this country is published in our "Mountains of New England and the Sea" folder, available from any agent of the Grand Trunk.

Portland,
Maine

Portland, Me., "the beautiful city by the sea," so poetically named by Longfellow, is the eastern terminus of the Grand Trunk Railway System,

where Train Number Four stops and Train Number Three starts for its run to Chicago and the Great Lakes. All the resorts on the Maine coast are reached from here, and during the summer months through sleeping cars run to Old Orchard Beach and Kennebunkport from the west.

Besides the fame which Portland has attained as being the birthplace of noted men, the unequalled advantages of her situation and the unlimited attractions her surroundings afford, she has a past right in historical events which can but heighten the interest of every visitor to the "Forest City." It boasts of a population of 60,000, and is a delightful place of residence, a progressive, enterprising trade center and a picturesque and healthful summer resort, being within easy reach of the numberless islands and harbors of the beautiful Maine seashore, than which no more attractive region is to be found on the entire Atlantic Coast.



ON THE MAINE COAST.

Train Number Three, leaving Portland in the morning, gives a daylight ride through the White Mountains of Maine and New Hampshire, arriving at Montreal in the evening; a night run brings the passenger to Toronto. After leaving Toronto, another daylight run allows the advantage of viewing the different sections of the country traversed, reaching Chicago early the same evening.

From New York and Philadelphia, Number Three leaves in the evening and reaches Chicago early the following evening.

FOR further particulars regarding Routes, Rates, Maps, Literature and other information, apply to the nearest Grand Trunk Railway Agency. See list below.

GRAND TRUNK AGENCIES.

Alexandria Bay, N. Y.....CORNWALL BROS., Ticket Agents.
 Baltimore, Md.....THEO. H. DIENER & CO., Ticket Agents, 217 E. Baltimore Street.
 Battle Creek, Mich.....L. J. BUSH, Passenger Agent, G. T. Station.
 Bay City, Mich.....H. G. SMITH, Passenger Agent, G. T. Station.
 Boston, Mass.....E. H. BOYNTON, New England Passenger Agent, 36) Washington Street.
 Buffalo, N. Y.....H. M. MORGAN, City Passenger and Ticket Agent, 285 Main Street (Ellicott Square Building).
 Chicago, Ill.....J. H. BURGIS, City Passenger and Ticket Agent, 249 Clark Street cor. Jackson Boulevard.
 Cortland, N. Y.....D. P. DREWERY, Traveling Passenger Agent, 6 Burgess Block.
 Detroit, Mich.....GEO. W. WATSON, City Passenger and Ticket Agent, 124 Woodward Ave.
 Flint, Mich.....H. H. EARLE, Passenger Agent, G. T. Ry. Station.
 Grand Rapids, Mich.....C. A. JUSTIN, City Passenger and Ticket Agent, G. T. Ry. Station.
 Hamilton, Ont.....C. E. MORGAN, City Passenger and Ticket Agent, 11 James Street, North.
 Kansas City, Mo.....P. H. VAIR, Traveling Passenger Agent, 327 Sheidley Building.
 Kingston, Ont.....J. P. HANLEY, City Passenger and Ticket Agent.
 Lansing, Mich.....F. H. POTTER, Passenger Agent, G. T. Station.
 Lewiston, Me.....F. P. CHANDLER, Passenger Agent, G. T. Ry. Station.
 London, Ont.....E. DE LA HOOKE, City Passenger and Ticket Agent, cor. Richmond and Dundas Streets.
 Los Angeles, Cal.....W. H. BULLEN, Pacific Coast Agent, 302 Wilcox Building.
 Minneapolis, Minn.....W. J. GILKERSON, Traveling Passenger Agent, 713 Metropolitan Building (formerly Guaranty Building).
 Montreal, Que.....J. QUINLAN, District Passenger Agent, Bonaventure Station.
 " ".....W. H. CLANCY, City Passenger and Ticket Agent, 130 St. James Street.
 Mt. Clemens, Mich.....CASPER CZIZEK, City Passenger and Ticket Agent, 12 South Gratiot Avenue.
 New York, N. Y.....F. P. DWYER, General Agent Passenger Department, Railway Exchange, 290 Broadway.
 Niagara Falls, Ont.....G. A. MAJOR, Ticket Agent, Clifton Hotel
 Niagara Falls, N. Y.....W. J. HAMILTON, Ticket Agent, 1 Falls Street.
 Ogdensburg, N. Y.....GEO. S. MEAGHER, Ticket Agent, 55 Ford Street.
 Ottawa, Ont.....PERCY M. BUTTLER, City Passenger and Ticket Agent, Russell House Block, cor. Sparks and Elgin Streets.
 Peterboro, Ont.....W. BUNTON, City Passenger and Ticket Agent.
 Pittsburg, Pa.....W. ROBINSON, Traveling Passenger Agent, 506 Park Building.
 Pontiac, Mich.....C. E. HASKELL, Passenger Agent, G. T. Ry. Station.
 Port Huron, Mich.....C. R. CLARKE, Ticket Agent, G. T. Station.
 Portland, Me.....C. E. TENNY, Passenger Agent, G. T. Ry. Station.
 Quebec, Que.....GEO. H. STOTT, City Pass'r and Ticket Agt., cor. St. Anne and Du Fort Streets and Ferry Ldg. Dalhousie Street.
 Saginaw, Mich.....HUGH E. QUICK, Passenger Agent, G. T. Station.
 San Francisco, Cal.....F. H. LORD, Agent, 399 Monadnock Building.
 Sherbrooke, Que.....C. H. FOSS, City Passenger and Ticket Agent, 7 Wellington St.
 South Bend, Ind.....C. A. McNUTT, Passenger Agent, G. T. Station.
 Toronto, Ont.....J. D. McDONALD, Dist. Passenger Agent, Union Station.
 " ".....C. E. HORNING, City Passenger and Ticket Agent, Northwest cor. King and Yonge Streets.
 Winnipeg, Man.....A. E. DUFF, General Agent Passenger Department, 260 Portage Avenue.

EUROPEAN TRAFFIC DEPARTMENT.

F. C. SALTER, European Traffic Manager, 20 Water Street, Liverpool, England.
 Belfast, Ireland.....STEPHENS & WALKINGTON, No. 8 Victoria Street.
 Birmingham, Eng.....MORISON, POLLEXFEN & BLAIR, No. 6 Victoria Square.
 Glasgow, Scotland.....J. M. WALKER, General Agent, 75 Union Street.
 Liverpool, Eng.....WM. CUTHBERTSON, General Assistant, 20 Water Street.
 London, E. C., Eng.....F. G. ENGLISH, Acting General Agent., 44-45-46 Leadenhall St.
 Paris, France.....PITT & SCOTT, Ticket Agents, 47 Rue Cambon.
 Sheffield, Eng.....J. W. DAWSON Agent, No. 7 Haymarket.

CHAS. M. HAYS,
 Second Vice-Pres. & Gen. Mgr.,
 MONTREAL.

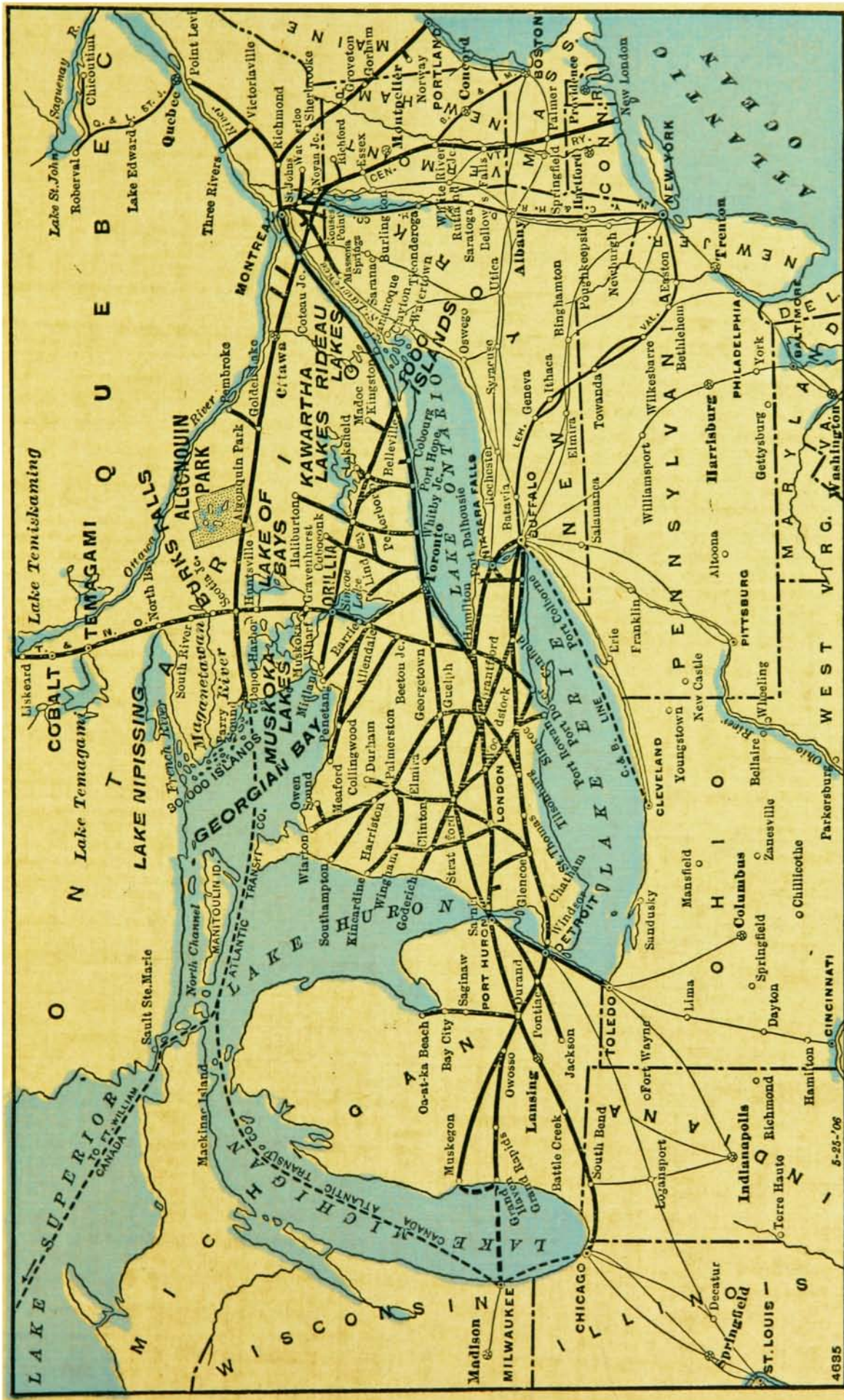
W. E. DAVIS,
 Pass'r Traffic Mgr.,
 MONTREAL.

C. T. BELL,
 Asst. Pass'r Traffic Mgr.,
 MONTREAL.

GEO. W. VAUX,
 Gen. Pass'r Agt.,
 MONTREAL.

H. G. ELLIOTT,
 First Asst. Gen. Pass'r Agt.,
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W. S. COOKSON,
 Asst. Gen. Pass'r Agt.,
 CHICAGO.



MAP OF GRAND TRUNK RAILWAY SYSTEM, SHOWING PRINCIPAL TOURIST DISTRICTS.

**GRAND
TRUNK
RAILWAY
SYSTEM**