NIAGARA TO THE SEA.

The Finest Inland Water Trip in the World!

Covering 800 miles from Toronto, through Lake Ontario, the Thousand Islands, the exciting descent of the wonderful Rapids of the St. Lawrence, Montreal, Quebec, and the sublime scenery of the lower St. Lawrence below Quebec, and of the Saguenay River.

For the tourist traffic over this large area the Richelieu & Ontario Navigation Co. provides the following:


MONTREAL-QUEBEC LINE.—Steamers "Montreal," "Quebec.

SAGUENAY LINE below QUEBEC.—Steamers "Carolina," "Canada," "Quebec.

The increasing recognition of the recuperative powers of the atmosphere of the lower St. Lawrence has also necessitated the erection of Hotel Tadousac at Tadousac, and the splendid Manoir Richelieu at Murray Bay. Hotels owned and operated by the company are unexcelled as summer homes, and the most invigorating health resorts on the continent.

For local purposes the company provides the following side lines:

HAMILTON-MONTREAL LINE.—Steamers "Hamilton," "Algerian.

PILGRIMAGE LINE to STE. ANNE DE BEAUPRE.—Steamer "Trois Rivieres.

THREE RIVERS LINE.—Steamer "Berthier.

CHAMBLY LINE.—Steamer "Chambly.

CONTRERECOUR LINE.—Steamer "Terrebonne.

BERTHIER-SOREL LINE.—Steamer "Mouche a Feu.

YAMASKA RIVER LINE.—Steamer "Sorel.

BOUCHERVILLE LINE.—Steamer "Hochelaga.

LONGUEUIL LINE.—Steamers "Longueuil," "Hosanna.

ST. HELEN'S ISLAND LINE.—Steamer "Cultivateur.

LA PRAIRIE LINE.—Steamer "La Prairie.

LIST OF OFFICIALS.

Hon. L. J. FOGHT, President.
C. F. GILDERSLIEVE, General Manager.
J. A. VILLENHUEVE, Accountant and Treasurer.
H. M. BOLGER, Secretary.
THOS. HENRY, Traffic Manager.
GILBERT JOHNSTON, Mechanical Superintendent.

228 St. Paul Street, MONTREAL, P. Q.
connected with it by a daily steamer. During the night the steamer passes south of the Peninsular of Prince Edward, which separates Lake Ontario from that beautiful sheet of water, the Bay of Quinte, on which are situated Trenton (population, 5,000), Belleville (population, 10,000), Desertonto (population, 4,000), Picton (population, 3,000). On the west-bound journey the steamers pass through the Bay of Quinte by daylight, on Tuesdays, Thursdays and Saturdays.

KINGSTON (population, 20,000). The River Cataract here joins the St. Lawrence. The Rideau Canal, the name by which the waterway between Kingston and Ottawa is known, was constructed, as a military work, by the government of Great Britain, by joining the waters of the Cataract River with those of the Rideau River, which flows into the Ottawa River at Ottawa. This gave a safe water route for troops and supplies from Montreal up the Ottawa River to Ottawa, and thence by this canal to Kingston, away from the exposed frontier along the St. Lawrence. West-bound freight followed this route from the time this canal was completed until the St. Lawrence canals were completed. Going east, the boats ran the Rapids of the St. Lawrence and returned by the Rideau Canal. The first settlement was made by the French at Kingston, in 1672, under De Courcelles. His successor, Count de Frontenac, erected Fort Frontenac (on the site of the present Tete de Pont Barracks), which was taken by the English, under Colonel Bradstreet, in 1758. The present name, Kingston, was given by the United Empire Loyalists, i.e., British settlers who left the United States at the close of the war of 1776. It is the principal fortified post west of Quebec. The provincial penitentiary and Rockwood Insane Asylum are immediately west of the city. Queen's University and other colleges and schools have made Kingston an important educational center. The public buildings generally and parks are extremely creditable.

The steamer leaves, going east, at 4:30 A.M., and after rounding Cedar Islands and its Martello towers, commences the descent of the river St. Lawrence. Wolfe Island is on the right, Milton, the "Spectacles" and Howe Island are passed on the left, and at the east end of Wolfe Island the Thousand Islands proper begin. There are three main channels through the islands: one along the north, or Canadian shore, the middle channel, near the boundary line, and the south, or American channel, along the shores of New York State. Our steamer after stopping at CANANOQUE (population, 4,000), a flourishing manufacturing town and summer resort on the Canadian channel, at 6:00 A.M., to take on passengers from the Grand Trunk Railway, crosses the river and stops at CLAYTON, an American resort to take on passengers from the New York Central & Hudson River Railroad, and thereafter follows the American channel.

ROUND ISLAND, which possesses one of the largest and best patronized hotels on the river, with many cottages, is three miles further east; another at THOUSAND ISLAND PARK, formerly the summer home of the Methodists, made especially attractive by the able management of that energetic body, and the visitation of its leading divines. Wellesley Island has a summer population of 7,000, and the hotels and cottages on all the islands and along the shores in this vicinity are as thick as blackberries.

On the main land, three miles further east, is Central Park, a Roman Catholic settlement, and then, in quick succession, come Island Royal, Seven Isles, Point Vivian, Comfort, Warren and Cherry islands, Waub Winet, Nobby, Welcome and Linlithgow islands, all with beautiful homes of leading men from different parts of the Union, and then.

ALEXANDRIA BAY, where the largest hotel and tourist travel centers. After this we have Bonnie Castle, Isle Imperial, Port Marguerite, Sport Island, Summerville Group, Manhattan Group, and then gradually the channel widens and the islands become fewer as we approach.

BROCKVILLE (population, 9,000), named after General Brock, a flourishing picturesque town, a divisional point on the Grand Trunk Railway, and the southern terminus of the Canadian Pacific Railway branch from Ottawa. Morris town, on the Rome, Water town & Ogdensburg Railroad, is opposite Brockville. Twelve miles further east a stop is made at:

PREScott (population, 5,000), named after General Prescott; on the main line of the Grand Trunk Railway. At this point the lake steamer "Toronto" transfers her passengers to the steamer "Bohemian," to run the rapids. An earth fortification here is known as Fort Wellington. Another branch of the Canadian Pacific Railway, from Ottawa, terminates here. The stone lighthouse east of the town was formerly an old windmill, where the Battle of the Windmill was fought during the rebellion of 1837, in which the Patriots under Von Schulte were defeated. Opposite Prescott is the American city of Ogdensburg (population, 5,000) and below, on the Great Airy, the New York State Lunatic Asylum. The current now quickens, and the steamer passes the first of the rapids, the "Galops" (pronounced Galloos), Cardinal, and its starch factory, then the Rapids du Plats, which, as well as the Galops, are of moderate sized swells, merely a foretaste of what is to come, then Morrisburg (population, 4,000), an important dairying center, after which an Obelisk is seen on the left, where the Battle of
close to an island on the left, is the swiftest current in the river. The fall of these last four rapids is eighty-four feet in eleven miles. The river for the next twelve miles widens out, and is called Lake St. Louis, at the east end of which, on the north side, is the town of Lachine, and opposite the village of the Caughnawagas, or praying Indians. We soon pass under the splendid bridge of the Canadian Pacific Railway, and shortly afterward are dashing through the

**LACHINE RAPIDS**, the last and, perhaps, the most exciting of any, on account of the close proximity of the steamer to the very visible rocks, which are more dangerous in appearance than in reality. The Victoria Jubilee Bridge of the Grand Trunk Railway now comes into view, and behind it the City of Montreal. We pass under the bridge and are soon alongside the dock, transferring passengers to the steamer for Quebec. To those who intend going on to Quebec or the Saguenay, we advise making this transfer now, and taking in Montreal on the return. They will save time by so doing. To secure staterooms on the Quebec steamer, passengers can wire, through the purser, from any port before reaching the city.

**CITY OF MONTREAL** (population, 300,000), named from Mount Royal, the mountain behind the city. After Jacques Cartier discovered Quebec, the Indians there informed him of the settlement at Hochelaga (Montreal), and he visited it in 1535. Champlain also visited it in 1616, and selected it as a site for a future settlement, and in 1642 the settlement was made and the city founded, by Paul de Maisonneuve. The first church, Notre Dame de Bonsecours, was built in 1657. A visit to the Chateau de Ramezay and the many historical tablets erected in the older parts of the city is very interesting. In 1673 the population was 1,520. In 1770, about 5,000. The Northwest Fur Company, of French, Canadian and Scotch merchants, did much to build up the city. The fall of the St. Lawrence, between Lachine and Montreal, furnishes an enormous water power, and that fact, together with the wealth of the citizens, and the adaptability of the French Canadian population, have made Montreal the chief manufacturing city of the Dominion. It is also the headquarters for ocean shipping, the river channel up from Quebec having been dredged to a depth of twenty-eight feet. The St. Lawrence Canals, between Kingston and Montreal, have capacity to pass inland vessels 255 feet long, 44 feet wide and 14 feet draft of water, the same as the Welland Canal between lakes Erie and Ontario. The railway traffic, for ocean shipment, from the West, is discharged here by the Grand Trunk and Canadian Pacific Railway Systems. Montreal is the principal financial and business center of Canada, and one of, if
THE RAILROAD & STEAMSHIP CONNECTIONS
OF THE
RICHELIEU & ONTARIO NAVIGATION CO.
not the wealthiest cities of its size in America. Its universities, hospitals, public buildings, etc., are of the very highest excellence. The Scotch element is a leading feature in business circles. The endowments of the Roman Catholic Church, inherited from the French regime, are very large, and, in consequence, the church edifices and institutions are the principal landmarks here in 1737, and the industry is still carried on. It is at the head of the tidewater on the St. Lawrence, and is the home of Tommy Cod fishery. Twenty miles north of the city are the celebrated Shawenegan Falls, on the St. Maurice River, second only to Niagara in grandeur, and now being utilized for large pulp and carbide works.

**Batiscan** is the next stop, a town at the mouth of the Batiscan River, and from here onward the St. Lawrence increases greatly in depth and boldness. Twelve miles west of Levis, on the south shore, we pass the mouth of the Chaudiere River, where, after a passage through the eastern townships, of over a hundred miles, full of rapids, it plunges headlong, in the midst of a dense forest, over a precipice 100 feet in height.

**Levis**, opposite Quebec, is a city of 10,000 inhabitants, where the fortifications are second only to those of Quebec.

**Quebec** (population, 66,000). In 1535, Jacques Cartier sailed from France, under a commission from Francis I., to discover a new way to the Indies. He sailed up the magnificent river, and called it the St. Lawrence, and on the 14th of September anchored at the little tributary, which he called St. Croix. The Indians of Stadacona (Quebec), with their chief, Donnacona, met him in their canoes. After visiting Hochelaga (Montreal), he wintered here and returned to France the following spring.

It was not, however, until 1668 that Samuel de Champlain, a soldier, sailor and statesman, planted the white flag of France on the heights of

**Alexandria Bay.**

Here, and elsewhere, throughout the Province of Quebec, the company's steamers between Montreal and Quebec are splendid and large, with double tiers of state-rooms. They leave Montreal at 7.00 P.M. A comfortable supper is served after leaving. The cool breezes of the river, the tranquil scenery, as Longueuil, Boucherville, Varennes, Vercheres and Contrecoeur are passed in rapid succession, make this portion of the trip so enjoyable, that no one ever thinks of taking any other route in summer. At 10.00 P.M. a stop is made at

**Sorel** (population, 7,000), at the mouth of the Richelieu River, the northern outlet from Lake Champlain. A fort was built here by De Tracy, in 1665, and was afterwards known as Fort William Henry. The winter quarters and workshops of a large number of the river craft, including those of the Richelieu & Ontario Navigation Co., are located here. For the next thirty miles the river widens out into Lake St. Peter, and then a stop is made at

**Three Rivers**, a city of 9,600 people, near the three mouths of the St. Maurice River. It was the third of the French settlements, being founded in 1678, the first two being Tadousac and Quebec, and the fourth Montreal. The French began the smelting of iron

Among the Thousand Islands, St. Lawrence River.
Quebec and became the real founder of New France. In 1609, Quebec fell into the hands of the English, but with the rest of the country was restored to the French in 1632. In 1690, the English again attacked it and failed, but in 1759 were more successful under Wolfe, when he and the French general, Montcalm, both fell in the Battle of the Plains of Abraham. The whole of Canada then passed into the hands of the English. On the night of the 31st of December, 1775, the American general, Montgomery, made an unsuccessful assault on the city, and was slain. Quebec is the principal military station in Canada, and, next to Gibraltar, the strongest fortified position in British territory. The legislature of the Province of Quebec, formerly called Lower Canada, meets here. At one time Quebec had a large trade in square timber with Europe, but only a portion of this is now left. The position of Quebec is that of a high and narrow promontory on the north shore of the St. Lawrence, between it and the St. Charles, a small stream north of the city, which empties into and has a somewhat similar direction to the St. Lawrence itself. The side on the St. Lawrence is precipitous, rising to a height of 300 feet and the descent to the St. Charles more gradual. A walled fortification, with gates, surrounds the old city; the fortifications and best residence portion, or upper town, are on the high land, and the business part and the residences of the poorer classes are at the base of the cliff, on the St. Lawrence, around the point and along the bank of the St. Charles. The principal roadway from lower town on the St. Lawrence to upper town is near the point of the promontory. The citadel, where the troops are quartered, is on the highest point on the St. Lawrence, and a wall from the citadel runs along the top of the promontory to a point near the roadway, between the upper and lower town. Inside of this wall is the wide public promenade, with its handsome railings and pagodas, known as the Dufferin Terrace, and on this terrace, on the site of the old residence of the French governors, is that splendid new hotel, unique in character and design, and a noble adjunct even to so grand a spot, the "Chateau Frontenac." In all its phases; in the approach on the river from the west; in the departure going east; from the citadel, the terrace or from the chateau, looking down on the houses and ships and water beneath and across to Levis, and out on the winding river toward the sea; in the narrow precipitous stairs and streets; and queer old crannies built against the cliff; in its history and people; its old-time battlements, walls and gates; there is nothing like it, or so attractive, in the old world or new, as dear, old, quaint Quebec. The visitor to Quebec should not fail to visit the Falls of Montmorency, seven miles east of the city, also the famous shrine of Ste. Anne de Beaupre, twenty miles east, on the Quebec, Montmorency & Charlevoix Railway, where over 100,000 pilgrims annually pay their devotions, and hundreds are cured of all the ills that flesh is heir to. Shortly after the founding of Quebec, some Breton soldiers, beset by a tempest, vowed to build a shrine to Ste. Anne D'Auray, if they should escape. They landed safely under the real Fr. Montmorency, seven miles east, of the city, also the famous shrine at its feet, is on the north shore, a quarantine station, on the right. Salt water begins in height, is passed, and next, Grosse Isle, with its numerous villages. Mount Sainte Anne, with its famous shrine at its feet, is on the north shore, a little west of the east end of the Island of Orleans. After passing this island the steamer draws in close to the north shore and Cape Tourment, 2,000 feet in height, is passed, and next, Grosse Isle, with its quarantine station, on the right. Salt water begins at Grosse Isle. After this, a stop is made at Baie St. Paul, on the left, and then Isle aux Coudres is passed on the right. Stops are then successively made at picturesque Les Ebolements, with its little village and church, high up on the hill. Murray Bay, the most popular watering-place on the north shore, where this company has
THE RAPIDS
OF THE
ST. LAWRENCE RIVER
REACHED BY THE
RICHELIEU & ONTARIO
NAVIGATION CO.

HOTEL TADOUSAC, TADOUSAC, P. Q.
MEN'S CAFÉ.

recently constructed its splendid "Manoir Richelieu," the largest and best equipped hotel on the lower St. Lawrence. Some New York physicians, after a personal experience of the recuperative power of the atmosphere of the north shore of the lower St. Lawrence, recommended it to others. This was the foundation of the American colony of cottagers at Murray Bay. The numerous drives, golf, fishing, and other amusements, and the brightness everywhere evident among the summer residents, make Murray Bay a very agreeable resort.

CAP A L'AIGLE, six miles distant, is another growing resort. From Cape Tourment, all the way to Murray Bay, the steamer keeps close to the precipitous shore, which rises in places to a height of 2,000 feet, and is clothed with a thick, warm growth of evergreen, varying in hue from the lighter color of the cedars to that of the deep, dark-shaded pines. Many prefer this portion of the trip to the Saguenay itself, as being equally grand and at the same time brighter. At Murray Bay, and beyond, look out for porpoises. At Cap a L'Aigle the river is eleven miles wide. After it is passed, the steamer shapes her course for Riviere du Loup, on the south shore, passing the Pilgrims, a remarkable group of rocky islands, on the way.

RIVIERE DU LOUP is a favorite watering-place. It is a prosperous town of 7,000 people, and a divisional point on the Intercolonial Railway. The Temiscouata Railway, from this point to Edmundson, on the Canadian Pacific R'y, forms the short-line connection to St. John, N. B. Six miles east of this, on the south shore, is the village of Cacouna, an important watering-place on the lower St. Lawrence, with its excellent hotel, the St. Lawrence Hall. Leaving Riviere du Loup, the steamer again crosses to the north shore, where

TADOUSAC, twenty-two miles distant, at the mouth of the Saguenay River, is reached. (Tadousac—Cree, Tatou-shak.) Jacques Cartier anchored here under the shelter of Hare Island. It was the first settlement made by the French, the seat of their fur trade with the Montagnais Indians, and of their whale, seal and other river fisheries. The large revenues Tadousac derived from these sources were a continual bone of contention during the time the kings of France held sway in Canada. It was also the center whence the first Jesuit fathers started for the Saguenay, Montagnais and Hudson Bay. The Montagnais Indians included the Papineaus (or "Ever-Smiling"), whose gentle nature has been ascribed to the whole Montagnais branch, Quesnapians, Pickougamians, Tadousacians, Betsiamites, Chicoutimians and Mistassins. They were tall, straight, strong, agile, and fond of fun; honest as compared with the Hurons, who were thieves and nomads, living exclusively by fishing and the chase, as distinguished from the Iroquois, who built and fortified villages and tilled the ground. As the fur-bearing animals and fisheries diminished, so did the commercial and political glory of Tadousac, and now a quiet hamlet is what is left of the former active life of this historic spot. There is another large and excellent hotel, owned and operated by this company, at this point—"Hotel Tadousac." The grandeur of the scenery is a continual source of enjoyment. Boating, golf and other amusements are to be had, and good trout and salmon fishing here and at other places in the vicinity. The atmosphere is especially bracing. Among the cottages is one formerly owned by Lord Dufferin, one of the Governor-Generals of Canada. After a couple of hours stop, the steamer proceeds quietly up the Saguenay River, during the night, to

CHICOUTIMI (population, 4,000), at the head of navigation, the headquarters of the Saguenay lumber trade, and the center of a good dairying country. The Chicoutimi River here joins the Saguenay from the west. From Lake Kenogami, seventeen miles from Chicoutimi, this river falls 486
feet. The portage at one of the falls is called “Portage de L’Enfant,” from the story of an Indian baby left in a carelessly fastened canoe, which was carried over the fall of fifty feet without upsetting. Chateau Saguenay is a large and excellent hotel recently opened here. Passengers for Roberval take the rail at Chicoutimi. The village of Roberval, named after one of the earliest of the Governors from old France, is sixty miles from Chicoutimi, on the west shore of Lake St. John. The lake is thirty miles wide and forty long, and is the natural basin of an immense territory, receiving eighteen rivers, large and small, which drain from 300 to 400 miles in each direction, from the west, north and northeast, and 100 from the south. There is only one outlet from the lake to Chicoutimi—the Grand Discharge. The whole country is a network of rivers, streams and lakes, and affords a greater quantity and variety of fish and game than any other portion of the continent. There is a splendid modern hotel at Roberval with a capacity for 300 guests, and the Island House, at the Grand Discharge, accommodates 100 more. The whole territory, comprising over 100,000 square miles, is leased for the benefit of the guests of these hotels, without extra charge. Steamers ply on the lake and rivers, and reliable Indian and Canadian guides are provided. Arrival and departure in the morning at Chicoutimi vary with the tide. About an hour’s stop is given here, after which the steamer makes her start for a daylight trip down the dark and solemn river. For the first eleven miles, as far as St. Alphonse (a prosperous settlement on Ha-Ha-Bay), the scenery is bold, but not in any such degree as that further south. After St. Alphonse, habitation ceases, and then, as every mile is passed, the great river continues to grow more solemn, and more grand, until the climax is reached at Capes Trinity and Eternity, which are about midway between Chicoutimi and Tadousac. They are on the west side, and are some 2,000 feet in height, and face one another, with a small bay between. Their sides on the Saguenay are partly covered with evergreens. Trinity is the more northerly of the two, and, while one mountain, it has three elevations, as seen from the Saguenay, hence its name. On the second elevation is a large white statue of the Virgin. Its south side, however, on the little bay, is bare, perpendicular rock, and as you gaze from the steamer up its unbroken steep, which appears as if it might fall over and crush the steamer, and you with it, the feeling comes of itself, “How small am I in such a Presence!” From the capes to Tadousac the scenery is of the grandest possible description. Six miles south of the capes, on the same side, is Bay St. John, and a short distance further south the little Saguenay flows in from the west. About seven miles further, on the east side, is the mouth of the Marguerite, a fine salmon river, then comes St. Etienne Bay, Pass Pierre Islands and Point la Boule, and then the mouth of the Saguenay itself, with Point aux Bouleaux guarding the west, and Point aux Vache (so named from the sea-cows, or walrus, formerly swarmed here) the eastern side of the entrance. The landing at Tadousac is made in a little bay close to the river’s entrance, called L’Anse L’Eau, and our trip through the dark waters of the Saguenay is over; it is termed a river, but its stupendous depth, given by some authorities as a mile and a half in places, and by others as 2,000 feet, without finding bottom, indicates no ordinary channel cut by any surface water or river, but rather a great rift, the result of some wonderful convulsion, which split the mountains asunder and left between them this immense chasm, which the waters were compelled to fill before they could find further vent. As the steamer generally arrives at Tadousac early in the afternoon, ample time is given for a visit to the government salmon hatchery, the little old church, the first in Canada, and Dwight’s Park, on the highland on the east side of the bay.
A Great Attraction Going West!

The steamers of this company's TORONTO-MONTREAL LINE, leaving MONTREAL MONDAY, WEDNESDAY and FRIDAY, at 1:00 P.M., will leave KINGSTON for TORONTO at 3:30 P.M. the following day, via the Bay of Quinte and Murray Canal.

The scenery along this route is magnificent, and affords travelers a most enjoyable sail, calling at Deseronto, Belleville and Trenton (canal), arriving Toronto 6:30 the next morning.

Increased Accommodation Semi-Weekly Line.

A steamer will leave HAMILTON EVERY MONDAY and THURSDAY at 1:00 P.M., TORONTO 7:00 P.M., for MONTREAL, passing through the BAY OF QUINTE. Returning, the steamers will leave MONTREAL MONDAYS and THURSDAYS, 7:00 P.M. Passengers holding tickets by these steamers can return from MONTREAL to TORONTO by MAIL LINE, on payment of $1.00 extra. Both steamers pass through the THOUSAND ISLANDS and BAY OF QUINTE by daylight. SEE SMALL LOCAL TIME BILLS.

CONNECTIONS.

HAMILTON.—With Grand Trunk, Canadian Pacific and Toronto, Hamilton & Buffalo railways.
CHARLOTTE.—With New York Central R. R.
KINGSTON.—With Grand Trunk and Canadian Pacific railways.
GANANOQUE.—With Grand Trunk-Railway.
Through sleeper from the West runs to steamboat dock, making close connection with steamer for Thousand Islands and Montreal.
CLAYTON.—With New York Central & Hudson River R. R., through sleepers, which run to steamboat dock, and with all steamers for the Thousand-Island hotels.

MONTREAL.—With Canadian Pacific, Grand Trunk, Central Vermont, Delaware & Hudson, New York Central railways, for New York, Boston, White Mountains and Adirondack summer resorts.
QUEBEC.—With Intercolonial, Quebec & Lake St. John, Quebec Central railways and Quebec, Montmorency & Charlevoix Railway (to Ste. Anne de Beaupre).
GENERAL INFORMATION.

LOST TICKETS.
As the company is not responsible for lost tickets, every precaution should be taken for their security.

STOP-OVER CHECKS
will be granted on application to Purser to holders of unlimited first-class tickets. These stop-over checks are not transferable, and will not be accepted after date of expiration. Refunds will not be allowed on stop-over checks.

CHILDREN
under five years, accompanied, free; children over five years and under twelve, half rate; over twelve, full fare.

STATEROOMS
can be secured by making application, by letter or telegraph, to the undermentioned agents, stating clearly the number of berths required, from and to what port, and date of sailing. No refunds allowed on stateroom tickets. Passengers should claim staterooms reserved before steamer sails.

W. F. CLONEY, 5 International Hotel, Niagara Falls, N. Y.
J. F. DOLAN, 2 King Street, East, Toronto, Ont.
J. CANVIN, Alexandria Bay, N. Y.
H. F. CHAFFEE, 128 St. James St., Montreal, Que.
L. H. MYRAND, Dalhousie Street, Quebec, Que.

If any disagreement with Purser regarding tickets, privileges, etc., passengers should pay Purser’s claim, obtain receipt and refer to Traffic Manager. Purser's have no discretionary power in such matters, but are governed by rules, which they are not authorized to change.

MEALS.

Meals on the steamers of this line are served on the American plan: breakfast and supper, 75 cents, and dinner, $1.00. The dining room on steamer “Toronto” is on the upper deck, forward, with windows on both sides, so that passengers can enjoy their meals without losing the view. The river steamer “Bohemian” has a similar arrangement of observation dining-room on the main deck, aft.

Staterooms: Berths range in price from $1.00 upwards.

Send six cents postage for illustrated guide, “Niagara to the sea,”
to Thos. Henry, Traffic Manager, Montreal.

WHEN IN MONTREAL INQUIRE ABOUT SIDE TRIPS ON R. & O. LOCAL BOATS.

TRINITY ROCK, SAGUENAY RIVER, 1,800 FEET HIGH.
R. & O. HOTELS.

MANOIR RICHELIEU,
MURRAY BAY, QUEBEC.

UNDER THE MANAGEMENT OF ALBERT MILLER

This new hotel (250 rooms), recently built by the R. & O. N. Co., is designed to fill the need of a high-class summer hotel on the lower St. Lawrence, amid the Laurentian Mountains. No expense has been spared in furnishing, and the name of the manager is a guarantee of the hotel being run in a first-class manner in every respect.

TADOUSAC HOTEL,
TADOUSAC, QUEBEC,

Will continue to be run under the management of H. M. PATERSO, who has so successfully operated it during the last four seasons.

Baggage Checked Through from Toronto, Montreal and Way-ports to Either Hotel.

Send for pamphlet, descriptive of above hotels, to Thos. Henry, Traffic Manager, Montreal.

R. & O.

PAN-AMERICAN EXPOSITION,
BUFFALO, N. Y.,
May 1 to October 31, 1901:

To Celebrate the Achievements of Civilization During 100 Years of Development in the Western Hemisphere.

Resources for the purposes of the Exposition, $5,800,000.00.
Site, north part of city, mile long, half mile wide, 350 acres. Grounds include 133 acres of beautiful park lands and lakelets. Artistic arrangement and setting of unexampled beauty. Over twenty large buildings and massive architectural features. Brilliant architectural effects prominent in all buildings. Fountains and flowers, trees and shrubbery, canals and lakes, lawns and gardens, vivid with color, throughout the grounds. Many States and Countries now enrolled for extensive exhibits. Fifteen acres set apart for State and foreign buildings.

R. & O.

AFTER TAKING IN THE EXPOSITION,
ROUND UP THE TRIP BY GOING DOWN THE
ST. LAWRENCE RIVER,

Through the beautiful Thousand Islands and shooting exciting Rapids of the St. Lawrence. Take the R. & O. Steamers, which leave Toronto daily, except Sunday, for Montreal, Quebec and the Saguenay River. The R. & O. will have in commission for 1901 a sister boat to the "Toronto," which was launched last year and became so popular.
1900.

TORONTO-MONTREAL LINE.

Steamers leave Toronto at 2:30 P.M., and Montreal 1:00 P.M., from May 1st to July 14th, inclusive, and from September 15th to September 29th, on Tuesday, Thursday, and Saturday. From June 16th to September 14th, inclusive, daily except Sunday. From July 8th to August 31st, inclusive, there will be a daily steamer from Kingston, Gananoque and Clayton to Montreal.

TIME TABLE.

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| 2:30 P.M. | Leave......Toronto.........Arrive.......
| 10:30 A.M. | (a) Charlotte (b) Port Hope (c) Cobourg (d) \n| Don't call | Gloucester (e) \n| 7:00 A.M. | 11:30 A.M.  
| 6:00 | 1:30 A.M.  
| 6:30 | 3:00 A.M.  
| 6:45 | 11:30 A.M.  
| 8:45 | (d) Thousand Islands Park \n| 9:30 A.M. | (e) Alexandria Bay \n| 12:30 P.M. | 1:15 P.M.  
| 1:00 | 3:30 P.M.  
| 6:00 | 6:00 P.M.  

Passengers for Quebec are landed alongside Quebec steamer at Montreal.

(a) Calls Tuesday, Thursday and Saturday.

(b) Steamers call at Gananoque from June 16th to September 2nd, inclusive.

(c) Connection by special steamer on Wednesday and Friday. Steamers call on Monday, Tuesday, Thursday and Saturday.

(d) Steamers call at Gananoque from June 16th to September 2nd, inclusive.

(e) Steamers call at Charlotte from June 16th to September 2nd, inclusive.

(Tuesdays, Thursdays and Saturdays, and on the steamer of the Hamilton Line to lake steamer. On these days, west-bound steamer leaves Tuesday, Thursday and Saturday.

Montreal-Quebec Line.
Steamers leave Montreal 7:00 P.M. and Quebec 5:30 P.M., daily, except Sunday, during season of navigation. During summer, steamers leave Montreal and Quebec Sundays at 1:00 P.M.

TIME TABLE.

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<tr>
<th>East Bound</th>
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<tr>
<td>Read Down</td>
<td>Read Up</td>
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</table>
| 7:00 P.M. | Leave......Montreal.........Arrive.......
| 10:00 A.M. | 1:00 P.M.  
| 1:00 A.M. | 4:00 P.M.  
| 6:30 A.M. | 9:00 P.M.  
| 6:30 | 1:00 P.M.  

Passengers for the Saguenay, etc., are landed alongside Saguenay steamer at Quebec.

SAGUENAY LINE.

The Saguenay Line steamers will leave Quebec from opening of navigation to June 14th, and from September 3rd to close of navigation, on Tuesdays and Saturdays. From June 16th to July 7th and from August 22nd to September 8th, on Tuesday, Wednesday, Friday and Saturday. From July 8th to August 31st, daily.

TIME TABLE.

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<th>East Bound</th>
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<td>Read Down</td>
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</tbody>
</table>
| 8:00 A.M. | Leave......Quebec.........Arrive.......
| 12:00 noon | 1:00 P.M.  
| 1:00 P.M. | 4:00 P.M.  
| 2:30 A.M. | 7:00 P.M.  
| 3:00 | 11:00 A.M.  
| 5:00 | 2:00 P.M.  
| 8:00 | 5:00 P.M.  
| 7:45 P.M. | (b) At Cap A L'Age during daylight only, weather permitting. |

HAMILTON-MONTREAL LINE.

Steamers leave Hamilton, Monday and Thursday at 8:00 A.M., Tuesday and Thursday at 2:30 P.M., passing through Bay of Quinte and Thousand Islands by daylight. See local bills.

GENERAL INFORMATION.

Time tables show the time steamers should arrive at and leave different ports, but their departure, arrival or connection at time stated is not guaranteed. All times subject to fluctuation from stress of weather, etc., and change with or without notice.

TICKETS and all information may be obtained at all Principal Railway, Lake and River Steamer Ticket Offices in the United States and Canada.

AND OF THE FOLLOWING AGENTS:

ALBANY, N. Y. W. H. HANSENFELD, 64 Broadway, R. R. & H. Hudson Canal Co., M. TAYLOR, New York Central & Hudson River R. R.

ALEXANDRIA BAY, N. Y. R. S. DRENTWAART, 330 Washington Street, R. H. H. R. & N.

BATAVIA, N. Y. E. HAGEN, 500 Washington Street, O. S. & M. R. R.


CINCINNATI, OHIO J. F. LINCOLN, 69 Fourth Street, Cincinnati, Hamilton & Dayton R. R.

CLAYTON, Y. J. E. HANSEN, 69 Fourth Street, Clayton, Hamilton & Dayton R. R.

CRAIGELING, OHIO J. E. HANSEN, 69 Fourth Street, Clayton, Hamilton & Dayton R. R.

DETROIT, MICH. W. J. GOLDSBERRY, 333 W. Grand Trunk, Michigan Central R. R.

HAMILTON, ONT. J. D. MANNING, 251 Market Street, Hamilton R. R.

KANSAS CITY, MO. G. H. NELSON, 228 Seneca Street, Kansas City, Missouri R. R.

KINGSTON, ONT. L. B. FORBES, 24 Market Street, Kingston, Ontario R. R.

MIDDLETOWN, MICH. J. P. F. BROWN, 103 Main Street, Middletown, Michigan R. R.

NEW YORK, N. Y. F. W. BLACKWELL, 350 Broadway, New York, N. Y.

NARRAGANSETT FALLS, N. Y. B. B. DEVITO, 69 Hudson Street, Narragansett Falls, N. Y.

ODDESBURG, N. Y. W. E. HANSEN, 69 Fourth Street, Odessa, N. Y.

OTTAWA, ONT. P. L. DUNN, 251 Market Street, Ottawa, Ontario R. R.

PHILADELPHIA, PA. W. C. MCDONALD, 121 Sansom Street, Philadelphia, Penna.

PITTSBURGH, PA. J. W. SORRENSON, 69 Fourth Street, Pittsburgh, Pa.

PORT HOPE, ONT. E. H. SHORT, 251 Market Street, Port Hope, Ontario.

PORTLAND, N. Y. L. J. HANSEN, 69 Fourth Street, Portland, N. Y.

QUEBEC, Q. L. J. ANDERSON, 121 St. James Street, Quebec, Canada.

RESEARCH, N. Y. J. H. CLAYTON, 69 Fourth Street, Research, N. Y.

SAN FRANCISCO, CAL. W. W. FLETCHER, 143 Market Street, San Francisco, Cal.

SARATOGA, N. Y. H. D. RISNER, 69 Fourth Street, Saratoga, N. Y.

ST. LOUIS, MO. G. H. TOOLEY, 121 Market Street, St. Louis, Mo.

ST. PAUL, MINN. J. F. LEBAN, 228 Fourth Street, St. Paul, Minn.

TORONTO, ONT. W. H. WALKER, 251 Queen Street, Toronto, Ont.

TROY, N. Y. F. M. TAYLOR, 69 Fourth Street, Troy, N. Y.

WASHINGTON, D. C. W. H. TOOLEY, 121 Market Street, Washington, D. C.

Richelieu & Ontario Navigation Co.

FROM
NIAGARA
TO THE
SEA

FROM
NIAGARA
TO THE
SEA

VIA
TORONTO, ROCHESTER,
1000 ISLANDS, RAPIDS,
MONTREAL, QUEBEC
AND SAGUENAY.

VIA
TORONTO, ROCHESTER,
1000 ISLANDS, RAPIDS,
MONTREAL, QUEBEC
AND SAGUENAY.