

1902.



RICHELIEU & ONTARIO



NIAGARA TO THE SEA!

NAVIGATION Co.

HON. L. J. FORGET,
PRESIDENT.
THOMAS HENRY,
TRAFFIC MANAGER.

C. F. GILDERSLEEVE,
GENERAL MANAGER.
R. McEWEN,
GEN'L FREIGHT AND BAGGAGE AG'T.

MONTREAL, CANADA.

TORONTO-MONTREAL LINE.

SEASON JUNE 1ST TO SEPTEMBER 30TH.

Steamers leave Toronto and Montreal from June 3d to June 14th, inclusive, on Tuesdays, Thursdays and Saturdays. From June 16th daily, except Sunday. During July and August there will be a daily steamer from Kingston and Clayton to Montreal.

EAST-BOUND.		TIME TABLE.	WEST-BOUND.	
Read Down.				Read Up.
4.00 P. M.	Leave.....	Toronto.....	Arrive	6.30 A. M.
10.00 P. M.	Arrive.....	(a) Charlotte.....	Leave	11.30 P. M.
11.00 P. M.	Leave.....	(a) Charlotte.....	Arrive	10.15 P. M.
6.00 A. M.	.....	(b) Kingston.....	.....	5.00 P. M.
6.45 A. M.	.....	(c) Clayton.....	.....	3.15 P. M.
7.05 A. M.	.....	Frontenac.....	.....	3.00 P. M.
.....	.....	(d) Thousand Island Park.....	.....	.....
8.00 A. M.	.....	Alexandria Bay (g).....	.....	2.20 P. M.
9.15 A. M.	.....	Brockville.....	.....	12.50 P. M.
10.00 A. M.	Arrive.....	(e) Prescott (f).....	Leave	12.00 N.N.
10.15 A. M.	Leave.....	(e) Prescott.....	Arrive	6.30 A. M.
1.00 P. M.	.....	Cornwall.....	.....	10.15 P. M.
1.30 P. M.	.....	Stanley Island.....	.....	9.00 P. M.
.....	.....	Coteau Landing.....	.....	7.00 P. M.
6.30 P. M.	Arrive.....	(*) Montreal.....	Leave	12.15 P. M.

(*) Passengers for Quebec are landed alongside Quebec steamer at Montreal.
 (a) Connecting with N. Y. C. & H. R. R. R. and Electric line for Rochester, where connection is made with Lehigh Valley R. R., and B. R. & P. R. R.
 (b) Connecting with Grand Trunk R. R. Sleeper from west at Kingston wharf.
 (c) Connecting with N. Y. C. & H. R. R. R. Sleepers at Clayton wharf.
 (d) Reached by connecting steamer from Clayton, Frontenac, or Alexandria Bay.
 (e) East-bound passengers change at Prescott from lake steamer to river steamer to run rapids, and west-bound passengers from river to lake steamer.
 (f) Connecting with C. P. R. to and from Ottawa and with Grand Trunk day express from Montreal, daily except Monday.
 (g) Westminster Park is reached by ferry from Alexandria Bay. Close connection with all steamers.

MONTREAL-QUEBEC LINE.

SEASON MAY TO NOVEMBER.

Steamers leave Montreal 7.00 P. M., and Quebec 5.30 P. M., daily except Sunday, until May 19th. Commencing May 19th daily until October 11th, and thereafter daily except Sunday.

Read Down.		TIME TABLE.	Read Up.	
7.00 P. M.	Leave.....	Montreal.....	Arrive	6.30 A. M.
10.00 P. M.	.....	Sorel.....	.....	2.00 A. M.
1.00 A. M.	.....	Three Rivers.....	.....	10.15 P. M.
2.30 A. M.	.....	Battiscan.....	.....	9.00 P. M.
6.30 A. M.	Arrive.....	Quebec.....	Leave	5.30 P. M.

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

SAGUENAY LINE.

SEASON MAY TO NOVEMBER.

The Saguenay Line steamers will leave Quebec from opening of navigation to June 14th, and from September 23d to November 15th, on Tuesdays and Saturdays. From June 17th to July 5th, and from September 9th to September 20th, on Tuesday, Wednesdays, Fridays, and Saturdays. From July 7th to September 6th, daily.

Read Down.		TIME TABLE.	Read Up.	
8.00 A. M.	Leave.....	Quebec.....	Arrive	5.00 A. M.
12.00 N.N.	.....	Baie St. Paul.....	.....	12.00 M.T.
1.00 P. M.	.....	Eboulements.....	.....	11.15 P. M.
2.10 P. M.	.....	(flag) St. Irene (flag).....	.....	10.20 P. M.
2.30 P. M.	.....	Murray Bay.....	Leave	10.00 P. M.
.....	.....	Murray Bay.....	Arrive	7.30 P. M.
3.00 P. M.	.....	Cap a L'Aigle (g).....	.....	7.00 P. M.
5.00 P. M.	.....	Riviere du Loup (h).....	.....	5.00 P. M.
8.00 P. M.	.....	Tadousac.....	.....	2.30 P. M.
.....	.....	L'Anse St. Jean.....	.....	.....
According to tide.	.....	Ha-Ha Bay.....	.....	According to tide.
According to tide.	Arrive.....	Chicoutimi.....	Leave	According to tide.

(g) Call at Cap a L'Aigle during daylight only, weather permitting.

HAMILTON-MONTREAL LINE.

Freight, and passenger steamers leave Hamilton Tuesdays, Thursdays, and Saturdays at 1.00 P. M., Toronto 7.30 P. M., for Montreal and local ports. Returning, leave Montreal, Mondays, Wednesdays, and Fridays, at 7.00 P. M., passing through Bay of Quinte and Thousand Islands by daylight. See local bills.

FARES.

TO	FROM			
	NIAGARA FALLS.		TORONTO.	
	Single.	Return.	Single.	Return.
Alexandria Bay (Thousand Islands).....	\$ 6.85	\$11.25	\$ 5.00	\$ 9.00
Montreal.....	11.25	19.00	10.00	16.70
Quebec.....	14.25	24.00	13.00	20.00
Murray Bay.....	16.65	28.00	15.50	24.00
Tadousac.....	17.15	29.50	16.50	25.50
Chicoutimi (Saguenay River).....	18.75	31.00	17.50	27.00

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

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.

SPECIAL NOTICE - Richelieu & Ontario steamers cannot carry passengers from one port in New York State to another port in New York State, nor will stop-over be permitted at two United States ports in succession.

TICKETS

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

AND OF THE FOLLOWING TICKET AGENTS :

ALBANY, N. Y.	W. R. HARCOURT, D. & H. R. R.; M. TAYLOR, N. Y. C. R. R.
ALEXANDRIA BAY, N. Y.	CORNWALL BROS.
BALTIMORE, MD.	F. G. BOYCE, Penn. R. R.; G. D. CRAWFORD, R. & O. R. R.; H. VAN BUSKIRK, Union St'n, Penn. R. R.; E. R. JONES, Camden Square, B. & O. R. R.
BOSTON, MASS.	RAYMOND & WHITCOMB Co., 296 Washington St.; N. B. DANA, B. & M. R. R., 322 Washington St.; T. H. HANLEY, C. V. R'y, 396 Washington St.; T. WYNNK, G. T. R'y, 306 Washington St.; THOS. COOK & SON, 332 Washington St.; GAZE & SONS (Ltd.), 291 Washington St.; J. L. WHITE, B. & A. R. R., 366 Washington St.; F. R. PERRY, C. P. R'y, 304 Washington St.; SIMMONS & MARSTERS, Rutland R'y, 290 Washington St.
BROCKTON, MASS.	OSCAR CALKINS, N. Y., N. H. & H. R. R.
BROOKLYN, N. Y.	J. C. BAINES, N. Y. C. R. R., 338 Fulton St.
BUFFALO, N. Y.	J. D. McDONALD, G. T. R'y, 285 Main St.; H. A. THOMAS, Ag't, N. Y. C. R. R., 377 Main St.; A. J. SHULMAN, C. P. R'y, 233 Main St.; E. N. BLOOD, Exchange St. Depot; GEO. H. HARRIS, L. V. R. R., Iroquois Hotel Building; A. P. BLOSER, M. C. R. R., 299 Main St.
BURLINGTON, VT.	W. M. MARTIN, Ticket Agent, C. V. R'y.
CHICAGO, ILL.	J. H. BURGIS, G. T. R'y, 249 South Clark St.; WARREN KEELER, M. C. R. R., 119 Adams St.; N. C. KEERAN, Wabash R. R., 97 Adams St.; HENRY THORNE, Nickel Plate R. R., 111 Adams St.; THOS. COOK & SON, 234 South Clark St.; GAZE & SONS (Ltd.), 220 South Clark St.; C. L. WILLIAMS, C. P. R'y, 228 South Clark St.; L. F. VOSBERGH, L. S. & M. S. R'y, 180 South Clark St.; F. E. SCOTT, Great Northern, Auditorium and Palmer hotels; H. A. CHERRIER, Northern S. S. Co., 220 South Clark St.; MANITOU STEAMSHIP Co., Rush and North Water Sts.
CINCINNATI, OHIO	J. F. ROLF, Big Four R. R., corner 4th and Vine Sts.; J. G. MASON, Cincinnati, Hamilton & Dayton R. R.
CLAYTON, N. Y.	H. F. DEWEY, N. Y. C. R. R., J. O. THIBAUT, Water St.
CLEVELAND, OHIO	Any Agent of the C. & B. Transit Co.; D. J. COLLVER, Northern S. S. Co., 116 Euclid Ave.; J. D. BROWN, L. S. & M. S. R'y, 237 Superior St.; J. C. MENGENDORF, City Ticket Agent C. & B. Transit Co., 10 Public Sq.; E. A. AKERS, N. Y., C. & St. Louis R. R., 189 Superior St.
DETROIT, MICH.	G. W. WATSON, G. T. R'y, 124 Woodward Ave.; W. A. E. EDMONDS, C. P. R'y, 7 Fort St., West; L. G. LEWIS, D. & C. Navigation Co.; JAS. RHINES, M. C. R. R.; A. F. WOLFSCHLAGER, Wabash R'y; C. B. DEAN, Northern S. S. Co., foot of First St.
HAMILTON, ONT.	E. BROWNE & SON; C. E. MORGAN, Grand Trunk R'y; W. J. GRANT, Canadian Pacific R'y.
HARTFORD, CONN.	H. C. GRIDLEY, Central N. E. & Western R. R.; W. W. JACOBS, & Co., N. Y., N. H. & H. R. R.
KANSAS CITY, MO.	Agents Wabash, Chicago & Alton, Burlington, Rock Island, Chicago & Great Western, etc.
KINGSTON, ONT.	J. P. HANLEY, Grand Trunk R'y.
MACKINAC IS'D, MICH.	G. T. ARNOLD.
MINNEAPOLIS, MINN.	W. B. CHANDLER, Agent "Soo Line," 119 South 3d Street.
MONTREAL, P. Q.	J. F. DOLAN, 128 St. James St., opposite Post-office; G. C. FLETCHER, Windsor Hotel; R. McEWEN, Canal Basin.
NEW HAVEN, CONN.	BISHOP & Co.
NEWPORT, R. I.	J. I. GREEN, N. Y., N. H. & H. R. R.
NEW YORK, N. Y.	EUG. LOVENBERG, 1216 Broadway; L. H. KUEHNLE, 415 Broadway; R. G. FARRINGTON, 275 Columbus Ave.; F. P. DWYER, Eastern Pass'r Agent, G. T. R'y, 290 Broadway; E. V. SKINNER, Gen'l East'n Agent, C. P. R'y, 353 Broadway; THOS. COOK & SON, 261 and 1185 Broadway; HENRY GAZE & SONS (Ltd.), 113 Broadway; RAYMOND & WHITCOMB, 25 Union St., West; F. M. LAHM, Grand Central Depot; NEIL MOONEY, 359 Broadway.
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OTTAWA, ONT.	OTTAWA AGENCY & MESSENGER Co.; GEO. DUNCAN, Canadian Pacific R'y; S. EBBS, Canada Atlantic R'y.
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PORT HURON, MICH.	C. R. CLARK, Grand Trunk R'y.
PROVIDENCE, R. I.	F. C. CHURCH, B. & M. R. R.; G. G. WINDSOR, N. Y., N. H. & H.
QUEBEC, P. Q.	L. H. MYRAND, Richelieu Wharf; Ticket Agent, Chateau Frontenac, and other agents.
ROCHESTER, N. Y.	H. H. KINGSTON, Jr., Lehigh Valley R. R.; J. F. AMSDEN; LEWIS & Co.; D. G. CAMPBELL, Pass'r Agent.
SAN FRANCISCO, CAL.	GEO. W. FLETCHER, 613 Market St.; THOS. COOK & SON, 621 Market St.; M. M. STERN, C. P. R'y, 627 Market St.; W. H. CLINE, C. & N.-W. R'y, 617 Market St.
SPRINGFIELD, MASS.	HENRY GAZE & SONS (Ltd.); F. L. GUNN, B. & M. R. R.
ST. LOUIS, MO.	E. H. COFFIN, City Ticket Office, Wabash R. R.; E. E. COWLES, City Ticket Office, Big Four R. R.
ST. PAUL, MINN.	H. THORN, "Soo Line"; OSCAR VANDERBILT, Nor. Pac. R'y; W. J. DUTCH, G. N. R'y; D. BROWN, Jr., Grand Trunk R'y, 111 Endicott Arcade.
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TOLEDO, OHIO.	CHAS. H. GATES, Union Ticket Office.
TROY, N. Y.	F. H. MAUSS, Delaware & Hudson depot; W. I. COPELAND.
WASHINGTON, D. C.	H. R. HOWSER, B. & O. R. R., 619 Pennsylvania Ave.; H. P. MERRILL, B. & O. R. R., 15th St. and New York Ave.; C. H. KORTS, Penn. R. R., 15th and G Sts., N. W.; F. R. PARKS, Penn. Station; J. LEWIS, Jr., B. & O. G. Sts.
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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 St. Lawrence below Quebec, and of the Saguenay River. The most varied in scenery, the richest in historic association, which can be made on the continent.

FROM Niagara Falls the Niagara River (the connecting link between lakes Erie and Ontario) dashes down for fourteen miles through a gorge excavated by itself, passing Lewiston, on the American side, and Queenston, on the Canadian side. At Queenston is the beautiful monument erected to the memory of General Brock, who fell at the battle of Queenston Heights in 1812. From the Falls to Lewiston, on the east side of the River, communication is by the New York Central & Hudson River Railroad or Niagara Gorge Electric Railway; and from the Falls to Queenston on the west side, by the Niagara Falls, Park & River Electric Railway (which runs close to the edge of the cliff); and from the Falls to Niagara-on-the-Lake, by the Michigan Central R. R. From Lewiston, Queenston and Niagara-on-the-Lake the splendid steamers of the Niagara Navigation Company run across Lake Ontario to Toronto.

The other route from the Falls to Toronto is by railway via Hamilton.

The Richelieu & Ontario Navigation Co.'s Royal Mail steamers leave Toronto daily (except Sunday) during the summer, running via Charlotte, Kingston and the American channel through the Thousand Islands. These steamers do not carry freight. The Hamilton Line freight and passenger steamers leave Hamilton tri-weekly, running via Toronto, the north shore of Lake Ontario, Bay of Quinte, Kingston and the Canadian channel through the Thousand Islands. Below the Thousand Islands both lines use the same channel, through the Rapids to Montreal.

HAMILTON, ONT. (population, 50,000), is situated at the western end of Lake Ontario, forty-three miles west from Niagara Falls. La Salle is said to have landed here in 1669. Burlington

Bay, a beautiful land-locked sheet of water, is immediately in front of the city, and in the rear is a high tableland.

TORONTO, ONT., "place of meeting" (population, 200,000), forty-five miles from Niagara Falls. Next to Montreal, the most important city in Canada, and styled the "Queen City of the West." It is the capital of the Province of Ontario. The highest courts of the Province and the principal schools of learning are situated here. Leaving Toronto (Company's wharf, foot of Yonge Street) at 4.00 P. M., going east, the steamers call at

CHARLOTTE, N. Y. (the port of Rochester), situated near the mouth of the Genesee River, seven miles north of Rochester. Near by are the attractive lake resorts, Ontario and Windsor beaches, with their commodious hotels.

ROCHESTER, N. Y. (population, 180,000), connected with Charlotte by the New York Central & Hudson River trains; also by electric cars. The Genesee River passes through the city, and furnishes a splendid water power. The largest nurseries and seed farms in the Union are in this locality, and have given the city its name, "The Flower City."

KINGSTON, ONT. (population, 20,000), at the foot of Lake Ontario and the head of the St. Lawrence River. The Rideau Canal, which joins the waters of the Cataraqui River, which flows into the St. Lawrence, with those of the Rideau, which flows into the Ottawa, forms a waterway between Kingston and Ottawa, thus giving an alternate water route between Montreal and Kingston.

The first settlement was made at Kingston by the French 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. It is the principal fortified position west of Quebec. The provincial penitentiary and Rockwood Insane Asylum are immediately west of the city. The Royal Military College, Queen's University, and other colleges and schools have made Kingston an important educational center.

The steamer leaves, going east, at 6.00 A. M., and after rounding Cedar Island with its Martello tower, 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.



AMERICAN FALLS FROM GOAT ISLAND.

THE RIVER ST. LAWRENCE, together with the great lakes, form the grandest system of inland navigation in the world. It extends from the head waters of Lake Superior to Cape Gaspe, on the Atlantic Ocean, a distance of 2,100 miles.

The total area of the St. Lawrence Basin is about 510,000 square miles, of which the United States owns 187,440, and Canada



ALEXANDRIA BAY.

322,560 square miles. The total length of the river from Kingston to Cape Gaspe is 728 miles. The great lakes and St. Lawrence form a natural boundary line between the United States and Canada, ending at a point near Cornwall, Ontario, from which point the river runs entirely through Canadian territory. Throughout its entire length the St. Lawrence has the clearness and purity of a mountain spring.

THOUSAND ISLANDS. These are 1,602 in number and extend from Kingston to Brockville, fifty miles. From the deck of the Richelieu Company's steamers the traveler has a glorious opportunity of viewing the ever-changing attractions of this wonderful natural panorama. Not a breath but bears enchantment; every turn and every motion of the boat brings new views, new scenes and new life, the memories of which will never fade.

This portion of the trip was made by the Prince and Princess of Wales on the Richelieu & Ontario steamer "Kingston" in 1901.

A large number of the islands are owned by wealthy people, many of whom have built fine residences and laid out tasteful grounds. The scenery by day is grand and inspiring, while the illuminations, the music, the flashing boats, and the festivities by night make the evenings enchanting. Passing through the islands, the first stop, after leaving Kingston, is

CLAYTON, N. Y. An enterprising city, and a terminus of the New York Central Railroad. Many anglers make Clayton their headquarters.

FRONTENAC, N. Y. (formerly Round Island), three miles east, is the location of one of the largest and finest hotels amongst the Thousand Islands—the New Frontenac. The golf links in connection with the hotel were laid out by Willie Dunn, the noted golfer.

THOUSAND ISLAND PARK, N. Y., on Wellesley Island, with a summer population of 7,000, next comes in view. On the main land, three miles eastward, is Central Park, and then in quick succession come Isle Royal, Seven Isles, Point Vivian, Warren and Cheney islands, Nobby, Welcome and Linlithgow, all with beautiful homes of leading men from different parts of the Union.

ALEXANDRIA BAY, N. Y. (163 miles from Montreal), the last American port at which the steamer stops, with its fine summer hotels, is where the largest tourist travel centers. From any of the American resorts delightful excursions may be made by the local steamers, which make daily trips among the islands.

Opposite Alexandria Bay are Castle Rest on Pullman Island, Isle Imperial and Heart Island; then come Bonnie Castle, Sport Island, Summerland Group and Manhattan, and then gradually the channel widens and the islands become fewer as we approach

BROCKVILLE, ONT., (population, 9,000), named after General Brock, a flourishing, picturesque town, a divisional point on the Grand Trunk Railway,



KINGSTON, ONT.



AMONG THE THOUSAND ISLANDS, ST. LAWRENCE RIVER.

and the southern terminus of the Canadian Pacific Railway branch from Ottawa. Morristown, on the New York Central Railroad, is opposite Brockville. Twelve miles farther east a stop is made at

PRESCOTT, ONT. (population, 5,000), named after General Prescott; on the main line of the Grand Trunk Railway. At this point the lake steamers transfer passengers to the river steamers, 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 Windmill Point was fought during the rebellion of 1837. Opposite Prescott is the American city of Ogdensburg (population, 7,000), and below, on Point Airy, the New York State Lunatic Asylum.

RAPIDS OF THE ST. LAWRENCE.

From the Thousand Islands to Montreal the entire trip is made by daylight on the Richelieu Company's steamers, the only line running all the rapids, and there is a constant succession of pleasing views and thrilling passages.

THE GALOPS AND THE RAPIDS DU PLAT are the first and least exciting, though they afford sufficient change from the smooth surface and steady current of the upper river to give a suggestion of the fierceness and grandeur to come.

Nature seems to have graduated the development of this wonder, as the playwright or novelist carries his story along with ever increasing interest to a thrilling climax.

LONG SAULT RAPIDS come next. These are the first of the great rapids, nine miles in length, and in some respects the greatest of them all, containing, as they do, the heaviest swells on the river, especially in one part known as the "Cellar." The sensation of sliding down hill in the descent of this rapid is quite perceptible. The fall in these rapids is forty-eight feet. Near the foot of the rapids, on the right, is the Indian village of St. Regis. The bell in the church at St. Regis has a history. It was captured



NEW STEAMER "TORONTO"

by a British frigate on its way from France, and sold to a church at Deerfield, Mass. The Indians, hearing of the fate of their bell, attacked Deerfield, and brought the bell, with a large number of captives, away in triumph. Nearly opposite St. Regis is

CORNWALL, ONT. (population, 10,000), noted for its cotton and woolen manufactures. Vessels going west take the Cornwall Canal, twelve miles, to avoid the rapids. The center of the river ceases to be the boundary between Canada and the United States near Cornwall. Stanley Island, a summer resort, is three miles below, and then, for the next thirty miles, the river widens into

LAKE ST. FRANCIS. The trip through which seems strangely quiet by contrast with that which has preceded it. At the foot of the lake is

COTEAU LANDING, QUE., where the bridge of the Canada Atlantic Railway crosses the river, and where the little white houses and the big church denote that we are now in French Canada. After passing the bridge, we enter the

COTEAU RAPIDS, two miles in length, and very swift in places. A detachment of General Amherst's expedition was lost in these rapids in 1759. A few miles farther down are the

CEDAR RAPIDS, a short stretch of very turbulent water; and then the

SPLIT ROCK RAPIDS, really the most difficult of navigation of them all. Then come the

CASCADE RAPIDS, with their white crests, near the foot of which, as we pass 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



NEW STEAMER "KINGSTON."

(On which the Prince of Wales visited the Thousand Islands in 1901.)



MEN'S CAFÉ.

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 the chain, with a fall of forty-five feet. Waves dash in the air, as they meet steadfast opposition from rockbound shores or treacherous reefs, or are hurled back to meet the force of the rushing waters. The sensation experienced on board the steamer is most thrilling. The vessel suddenly shoots forward, then there is a sudden sinking; those experienced in sea and lake voyages naturally expect that the boat will rise again, but it does not. Again it rushes forward and again the sinking is felt, as if the vessel had ceased to struggle. And so it goes on, through a channel narrow and tortuous, until the river broadens and calms itself, as it sweeps under the Victoria Bridge to the wharves of Montreal.

The steamer here transfers passengers to the Company's steamers for Quebec and the Saguenay, and we advise those who intend visiting Quebec and the Saguenay to make this transfer now, and continue their journey, stopping over at Montreal on their return. To secure staterooms on Quebec steamers, passengers can have the purser wire from any port before reaching Montreal.

CITY OF MONTREAL, QUE. (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, the church of Notre Dame, St. James' Cathedral, modeled on the plan of St. Peter's at Rome, Mount Royal Park and many other places will be found interest-

ing. Historic spots are marked by marble tablets erected in the older portions of the city. Montreal is the headquarters for ocean shipping. 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. Montreal is the principal financial and business center of Canada, and one of the wealthiest cities of its size in America. Its universities, hospitals, public buildings, etc., are of the very highest excellence. The endowments of the Roman Catholic Church, inherited from the French régime, are very large.

The Company's steamers between Montreal and Quebec are very fine and large, with double tiers of staterooms (see description of new steamer at end of folder). They leave Montreal at 7.00 P. M. Supper is served after leaving. The cool breezes of the river, the tranquil scenery, as Longueuil, Boucherville, Verennes, Vercheres, and Contrecoeur are passed in rapid succession, make this portion of the trip so enjoyable that not 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. Here are located the winter quarters and workshops of the Richelieu & Ontario Navigation Co. For the next thirty miles the river widens out into Lake St. Peter, and at the foot of the lake 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, having been founded in 1618, the first two being Tadousac and Quebec, and the fourth Montreal. The French began the smelting of iron here in 1737, and the industry is still carried on. It is at the head of tidewater on the St. Lawrence. Twenty miles north of the city are the celebrated Shawinigan Falls, on the St. Maurice River, second only to Niagara in

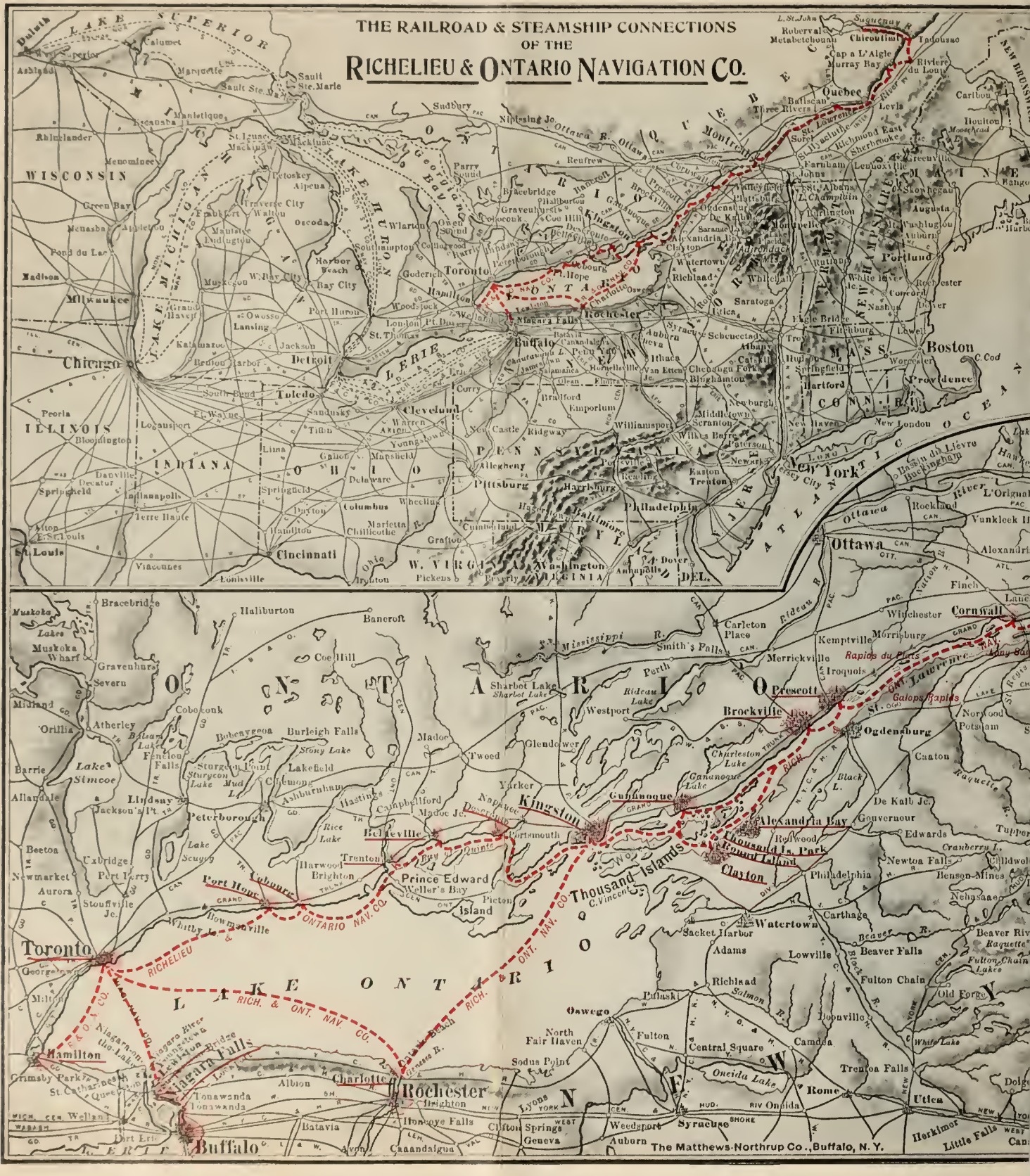


GRAND STAIRCASE.



DINING ROOM.

THE RAILROAD & STEAMSHIP CONNECTIONS
OF THE
RICHELIEU & ONTARIO NAVIGATION CO.



THE RICHELIEU & ONTARIO NAVIGATION CO.

"The All Water Route"
NIAGARA TO THE SEA.



Distances from Toronto to Chicoutimi.

Toronto to Charlotte	95 Miles.
Charlotte to Kingston	90 "
Kingston to Clayton	25 "
Clayton to Round Island	8 "
Round Island to 1000 Island Park	8 "
1000 I. Park to Alexandria Bay	10 "
Alexandria Bay to Brockville	25 "
Brockville to Prescott	14 "
Prescott to Cornwall	49 "
Cornwall to Coteau	21 "
Coteau to Montreal	44 "
Montreal to Quebec	180 "
Quebec to Murray Bay	82 "
Murray Bay to Riviere du Loup	30 "
Riviere du Loup to Tadoussac	23 "
Tadoussac to Chicoutimi	75 "
Total distance	Toronto to Chicoutimi, 778 "

THE THOUSAND ISLANDS OF THE ST. LAWRENCE RIVER REACHED BY THE RICHELIEU & ONTARIO NAVIGATION COMPANY.





IN LACHINE RAPIDS.

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 it plunges 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, 70,000). 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 1603 that Samuel de Champlain, a soldier, sailor and statesman, planted the fleur-de-lis of France on the heights of Quebec and became the real founder of New France. In 1629, 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, 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. 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 citadel 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, extending inwards from the top of the 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 by 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 quaint, old 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, reached by electric railway, where over 500,000 pilgrims annually pay their devotions. Shortly after the founding of Quebec, some Breton sailors, beset by a tempest, vowed to build a shrine to Ste. Anne D'Auray, if they should escape. They landed safely at the site of the present shrine and built a little chapel. It was rebuilt in 1660. The governor laid the foundation, and rich presents and beautiful paintings came from France. It has ever been noted for



CITY OF MONTREAL.



MANOIR RICHELIEU, MURRAY BAY.

its wonderful cures and miracles; and pyramids of crutches left behind by pilgrims, cured by the saint, rise up on each side of the entrance to the shrine. Those who intend visiting the Saguenay should take the Saguenay steamer immediately on arrival at Quebec, and stop over at Quebec on the return; this will save time. The Saguenay steamers leave Quebec at 8.00 A. M. On leaving, a splendid view of the city is obtained, and continuing eastward, the Falls of Montmorency are seen on the left. We then pass close to the south of the Island of Orleans, with its rich agricultural shores and numerous villages. Mount Sainte Anne, with the famous shrine at its foot, 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 EBOULEMENTS, with its little village and church, high up on the hill.

ST. IRENÉE, one of the most beautiful locations on the river, promises to become very popular, and now has some of the finest summer residences on the Lower St. Lawrence.

MURRAY BAY, the most popular watering-place on the north shore, where the Richelieu & Ontario Navigation Company has 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 highly. 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 farther down, 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 growth of evergreen, varying in hue from the lighter color of the cedars to that of the deep, dark-shaded pines. At Murray Bay and beyond, schools of porpoises are frequently seen. At Cap a L'Aigle the river is twenty 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, and the terminus of the Temiscouata Railway. Six miles east of this, on the south shore, is the village of Cacouna, an important watering-place. 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. (Tadoussac—*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



TADOUSAC, SHOWING HOTEL.

the time the kings of France held sway in Canada. It was also the center whence the first Jesuit fathers started for the Saguenay, Mistassins and Hudson Bay. 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 the 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 the late Lord Dufferin, at one time Governor-General 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 456 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. Passengers for Roberval take the railway 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 only outlet from the lake to Chicoutimi is 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 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 obtainable.

THE SAGUENAY RIVER. Arrival and departure in the morning at Chicoutimi varies with the tide. About an hour's stop is given here, after which the steamer makes her start for a day-light trip down the dark and mysterious 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 farther south. After St. Alphonse, settlement 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

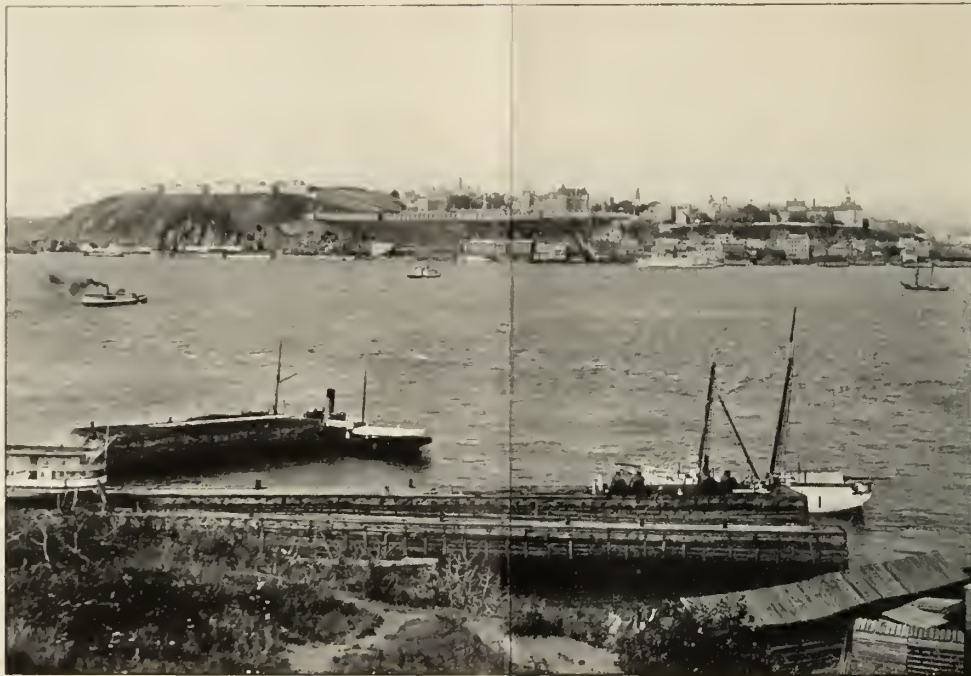
Capes Trinity and Eternity, which are about midway between Chicoutimi and Tadousac. They are on the west side, and about 2,000 feet in height, and face one another, with a small bay between. Their sides on the Saguenay are partly covered with evergreens. Trinity is the more northerly of the two, and, 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 Mary. 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 farther south the little Saguenay flows in from the west. About seven miles farther, 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 seacows, or walrus, which 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 the 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.

The steamer crosses the St. Lawrence from Tadousac to River du Loup, then recrosses to Murray Bay, and on the following morning the tourist is again in Quebec, with the whole day before him before taking steamer in the evening for Montreal.

Passengers on steamers arriving in Quebec early in the morning are permitted to occupy their staterooms until 8.00 o'clock, if desired.



QUEBEC.

THE NEW STEAMER "MONTREAL."

The Company is building this new steamer to run between Montreal and Quebec. When completed, she will not be excelled by any steamer on inland waters in luxury and up-to-date conveniences and comforts.

Her dimensions are:—length 340 feet; width of hull 43 feet; width over guards 75 feet 6 inches; moulded depth 15 feet. Her Engines will be of the triple expansion variety, of 3,000 horse-power, with a stroke of 6' 6". She will have side wheels fitted with feathering, curved steel buckets. Steam will be supplied by 6 "Scotch" cylindrical Boilers of 11 feet diameter and 12 feet long, with a working pressure of 185 pounds. The Electric Light Plant will furnish current for 1,200 sixteen-candle power lamps. Pumps will supply running water to every stateroom. The entire steamer, including staterooms, will be steam-heated.

The Dining Room will be on the main deck aft, and will seat 150 passengers. Forward of the dining room is the Entrance Hall, with the Purser's Office and Baggage Room on one side and Smoking Room on the other. This Entrance Hall will have rubber-tiled floor and will be paneled in dark mahogany, relieved by large paintings of French Canadian subjects.

The arrangement of the Upper Saloons and Staterooms on the first and second upper decks is much the same as on the new steamer "Kingston." The main stairway to the Upper Saloon is in the Entrance Hall, and in front of the landing space at the top of the stairway is the stairway to the gallery deck. In consequence of the great width of the steamer there will be three rows of staterooms on each side of the upper saloon in the central portion of the vessel, this being a new feature. The total number of staterooms will be 260, including twenty parlor rooms with bath rooms attached. The work is designed so that a third tier of staterooms, giving 100 more rooms, can be built over the other two if the traffic should justify.

In the Upper Saloon the rich Wilton carpet will be of three shades of crimson. The stair and gallery railings will be of bronze leaf work surmounted with mahogany hand rails. The furniture will be of dark mahogany and crimson plush, and it, as well as the general ornamentation of the upper saloon, will be in Louis XV style. The body of the large richly-moulded panels, which form a large portion of the sides of the saloon, will be covered with green watered silk, and the dome ceiling, which gives the most extensive area for decoration in steamers of this class, has had an additional arch worked into it, which will give an entirely new and unsurpassed effect. It will be more richly ornamented than usual with heavy scroll work, and its leading feature will be two large Allegorical Paintings, representing the periods of the day.

The builders hope to have the steamer on her route in time for this season's summer travel.

CONNECTIONS.

HAMILTON.—With Grand Trunk, Canadian Pacific and Toronto, Hamilton & Buffalo railways.

TORONTO.—With Grand Trunk and Canadian Pacific railways, Niagara Navigation Co., and other steamboat lines.

CHARLOTTE.—With Lehigh Valley R. R., New York Central R. R. and Electric line.

KINGSTON.—With Grand Trunk Railway and K. & P. Railway. Grand Trunk 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 resorts.

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, Grand Trunk, Canadian Pacific, Quebec Central railways and Electric Railway (to Ste. Anne de Beaupre)



CAPE TRINITY, SAGUENAY RIVER.

FLEET.

TORONTO-MONTREAL ROYAL MAIL LINE.—The magnificent new steamers, "Kingston" and "Toronto," which make the trip as far as Prescott, are two of the finest steamers on the great lakes. At Prescott they connect with the river steamers "Columbian" and "Bohemian." These steamers all have dining-rooms on deck, with large observation windows.

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

SAGUENAY LINE BELOW QUEBEC.—Steamers "Carolina," "Canada," "Saguenay."

The Company also operates the following local lines:

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

PILGRIMAGE LINE TO STE. ANNE DE BEAUPRE.—Steamer "Trois Rivières."

THREE RIVERS LINE.—Steamer "Berthier."

CHAMBLY LINE.—Steamer "Chambly,"

CONTRECEUR LINE.—Steamer "Terrebonne."

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

YAMASKA RIVER LINE.—Steamer "Sorel."

BOUCHERVILLE LINE.—Steamer "Hochelega."

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

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

LAPRAIRIE LINE.—Steamer "Laprairie."

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 fare; over twelve, full fare.

Meals.—Meals on the steamers of this line are served on the American plan; breakfast and supper, 75 cents; dinner, \$1.

Prices of Staterooms.—Toronto to Prescott.—Berth in inside room, \$1 and \$1.50; in outside room, \$1.50 and \$2.00. Parlor rooms, \$5; with bath-room, \$6.

Prescott to Montreal (day boat).—Staterooms, \$1 and \$2.

Between Montreal and Quebec.—Berths in inside rooms, 75 cents; berths in outside rooms, \$1; parlor rooms, \$2.50, \$3.00 and \$5.00.

Saguenay Line.—Berth in inside room for round trip, \$2 and \$2.50; berth in outside room for round trip, \$2.50 to \$3.50; parlor rooms, \$7.00 and \$8.00.

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 ports, 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.

H. H. KINGSTON, Jr., Lehigh Valley R. R. City Ticket Office, Rochester.

H. FOSTER CHAFFEE, Western Passenger Agent, 2 King Street, East, Toronto, Ont.

J. CANVIN, Alexandria Bay, N. Y.

J. F. DOLAN, 128 St. James Street, 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.

1902.

R & O

RICHELIEU & ONTARIO



NIAGARA TO THE SEA!

NAVIGATION Co.

HON. L. J. FORGET,
PRESIDENT.
THOMAS HENRY,
TRAFFIC MANAGER.

C. F. GILDERSLEEVE,
GENERAL MANAGER.
R. McEWEN,
GEN'L FREIGHT AND BAGGAGE AG'T.

MONTREAL, CANADA.