Summer Resorts
Reached by the Grand Trunk Railway

The Great International Route

O. F. Rawson, Ag't, Worcester
The EDITH and LORNE PIERCE COLLECTION of CANADIANA

Queen's University at Kingston
SUMMER RESORTS

REACHED BY THE

GRAND TRUNK RAILWAY

AND ITS

CONNECTIONS;

INCLUDING

Niagara Falls, The Thousand Islands, Rapids of the St. Lawrence River, The White Mountains, Montreal, Quebec, The Saguenay River, and the Seashore.

ILLUSTRATED.

COMPLIMENTS OF

PASSENGER DEPARTMENT.
TO THE READER.

This work is especially designed to aid in the selection of a route for a summer tour, giving such descriptions as will show the avenues of approach, and what is to be seen and enjoyed at the principal pleasure resorts in a journey over the Grand Trunk Railway and its connections.

Further information as to Through Fares and Tickets, Sleeping Car Fares, etc., may be obtained from any agent of the Grand Trunk Railway and its connections. A comprehensive pamphlet, issued by the Passenger Department, containing a detailed list of fares and routes, will be furnished on application.


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IN GENERAL.

THE custom of throwing off, for a time, the cares of business, and spending a summer vacation in travel and recreation, has become too well established to need any argument in its favor. The medical fraternity are united in commending the practice as the great panacea for, or preventive of, the injuries inflicted by the restless "work-and-worry" habits of this fast age; while the dictates of fashion and the inclinations of the masses all conspire to perpetuate the institution of summer vacations. The leading question, therefore, raised by the approach of the heated term, is not, "Shall we go?" but, "Where shall we go?" To assist in the answer of this question is the purpose of this little work. The attractions of the various resorts described will not be found overdrawn, the most of them being too well known to require extravagant coloring. It is believed that this work will aid the traveler in deciding upon a tour which will combine comfort, pleasure, recreation or rest, in just such proportions of each as may be most desirable.

IN PARTICULAR.

Should the readers of these pages be asked to name the most popular pleasure resorts of America, the first, on which there would doubtless be entire unanimity, would be the great Cataract which attracts visitors, not only from all parts of America, but from over the Atlantic, to gaze on the majestic waterfall, the sight of which has inspired the pen of many a poet, and the pencil of multitudes of artists, but to which neither pen nor pencil can do more than faint justice, inspiring though the sight of its mighty waters may be.
Following Niagara, with greater or less accord in giving them precedence, would come the White Mountains, the Thousand Islands and the Rapids of the St. Lawrence, Saratoga, Lake George, the Adirondacks, and the seaside resorts of the New England coast. For cities of special interest to summer tourists, those of Canada are deservedly prominent. Toronto, the bustling city by the lake; Ottawa, the Dominion Capital; Montreal, its commercial metropolis; quaint old Quebec with its medieval air, its fortified walls, and foreign surroundings; these all come to mind in connection with this subject, as delightful places to visit in a summer tour, either from the salubrity of their climate, the charm of their situation and surroundings, or the associations connected with their history.

In considering this long list of summer resorts, if the reader's attention has not already been called to the subject, he may be surprised to learn that nearly all of them are located on, or reached by,

**THE GRAND TRUNK RAILWAY,**

With its numerous divisions and immediate connections. This great highway of travel, reaching from the Atlantic coast to the great lakes, crossing and re-crossing the Canadian border, and serving alike the commercial and business interests of Yankeedom and British America, has justly acquired the title of "The Great International Route." To this appellation it is fast adding, and with equal propriety, that of the

**"GREAT TOURIST ROUTE OF AMERICA."**

The diversified character of the country through which it passes, the many points of interest which it reaches, and the excellent facilities it offers to the traveling public in its superior equipment, through coaches, and sleeping and dining car service, all conspire to give to this line an enviable reputation, and make it a desirable route for the traveling public in general, and to the summer tourist in particular.

The diversity of scenery, already referred to, is strikingly manifest in considering the topography of the country it traverses. Probably no line of railroad on the American continent embraces in its route so great a variety. From the wave-washed Atlantic coast to the mighty inland seas whose waters swell the volume of the majestic St. Lawrence, a charming panorama of mountain, lake and river scenery passes in pleasing variety before the vision of the tourist, with the picture occasionally enlivened by charming villages and flourishing cities, or perchance by a peaceful rural scene, its quiet repose only for the moment awakened as the rapidly moving train quickens its pulse from its usual beat, then leaves it to resume its peaceful stillness.

Another interesting feature of this route is the fact that it lies partly
SUMMER TRAVEL.

in Canada and partly in the States, thus serving not only to add variety to the scenery, but facilitating an interchange of acquaintance between the citizens of the Union and the Canadian subjects of the Queen, the results of which cannot fail to be mutually beneficial.

The people of the Dominion, while presenting less diversity of nationality than those of the States, are much less cosmopolitan, preserving their national characteristics in a more marked degree. This is especially true of the older and more conservative sections.

For illustration: The visitor from the States will find in the comparatively young city of Toronto, much to remind him of bustling Yankeedom. In the older city of Montreal, one section is most decidedly English, another thoroughly French, both in people and architecture, while between is a homogeneous intermingling of other nationalities similar to that of American cities.

The ancient city of Quebec presents a still stronger contrast, it being thoroughly French to all intents and purposes, while its suburbs, where scarcely a word of English is to be heard, are strongly suggestive of some foreign land.

Going still farther from the border, the traveler meets with an Acadian simplicity, absolutely refreshing, and the keen student of human nature will find in this feature alone of his visit to Canada, an attraction which no other trip could afford.

Wherever this little work may meet the eye of the prospective summer tourist, whether on the golden coast of California, the broad prairies of the west, the "sunny south," or in the Eastern or Middle States, no better route for a vacation trip can suggest itself, than to some of the localities described in the following pages.

In planning your summer journey, be sure that some portion of it is by the Grand Trunk Railway. You may reach it from Boston and other New England points, either at Portland, or by the Central Vermont line or the Southeastern, at Montreal. From the Middle and Southern Atlantic States, the Eastern approach may be made, or, taking in the Hudson River, Saratoga and Lake George, the Grand Trunk may be reached at Rouse's Point. From the West, Chicago, Detroit or Milwaukee may be the inception of your tour by this line. From the former city a choice of several routes is presented. From the new Dearborn station, the through trains of the Chicago and Grand Trunk Railway make close connections at Port Huron, with quick service, through coaches, sleeping cars and dining cars. From the Baltimore and Ohio station, the trains of the "Niagara Falls Short Line" make close connections with the Great Western Division, at Detroit, forming a continuous through car service between Chicago and Suspension Bridge, New York and Boston,
The Michigan Central also makes connection at Detroit and at points in Canada with the Grand Trunk system.

From Milwaukee, a delightful trip may be made across Lake Michigan by the palatial steamer, "City of Milwaukee," to Grand Haven, thence by the Detroit, Grand Haven and Milwaukee Railway to Detroit, or if preferred, to Durand, there connecting with the Chicago and Grand Trunk. From Detroit, the tourist has the choice of going via Windsor and the Great Western division, or by the Detroit division to Port Huron, and there connecting directly with the main line.

It will thus be seen that the Grand Trunk system is not only very extensive in itself, but is accessible from all parts of the country, its direct connections being the most important railway lines of America.

"THE NIAGARA FALLS ROUTE."

Under this name the Great Western Division of the Grand Trunk has an international reputation. Extending from Windsor, opposite Detroit, and from Sarnia, opposite Port Huron, to the world-famous cataract, it forms an important link in the great railway chain across the continent.

A trip through Canada by this line is one of interest and novelty. The long, level stretches of country, with easy grades and few curves, permit the making of fast time, and thus add materially to the comfort of the journey. Nor is the scenery devoid of interest. Flourishing towns and villages indicate the prosperity of our neighbors over the border, while many fine farms add to the attractiveness of the scene. In some sections the views to be obtained from the car windows are absolutely picturesque. This is particularly true of some bits of fine scenery near Dundas, approaching Hamilton. To avoid heavy grades, the railway is built on the side of the mountain, which towers up on the one hand in picturesque grandeur, while on the other side, you may gaze upon a charming valley far below, in which nestles the town, the whole forming a picture which becomes a genuine surprise to those who have formed the erroneous opinion that the scenery of this part of Canada is monotonous, from having traveled through it by some other route than the favorite Great Western.

This is also a Dining Car Line, and meals are served on the through express trains, east and west, in a style to suit the most fastidious.
THE Falls of Niagara probably receive, annually, more visitors than any other pleasure resort on the American Continent. The reasons for this are, doubtless, first, the wonderful attractiveness of the Falls as an object of interest, and, secondly, their ease of access, and the consequent facility with which they may be visited. Situated upon the main thoroughfare between the East and the West, over which such a constant tide of travel is surging throughout the entire year, it requires but little sacrifice of time on the part of many to pay them a visit. But these are merely the casual visitors, in addition to whom thousands annually come from all parts of the land, and from over the ocean to gaze upon this far-famed cataract.

Niagara River is the outlet of Lake Erie, connecting it with Ontario, the lowest in the great chain of lakes, which unitedly are the largest inland reservoirs in the world. The river is only 33 miles in length, and the total descent in that distance is 334 feet, Lake Ontario being that much lower than Erie, which is 565 feet above sea level. About a mile above the Falls the waters commence to descend with great velocity, constituting what is known as the Rapids, second in interest only to the Falls themselves, and adding to the interest of the latter by giving such an increased velocity to the water in its plunge over the precipice. The total descent in this mile is 52 feet, and the waters come rushing and tumbling along the rocky bed of the stream, which is here considerably narrower than its general channel above.

Just above the Falls are several small islands, connected by a system of bridges with one another and the American shore, and affording a magnificent view of the Rapids. Standing on one of the bridges, or the upper shore of an island, and looking up the stream, the view presented is grand and impressive, as the resistless torrent seems ready to overwhelm all in its course.

These islands, combined with a sharp curve in the course of the stream, widen the channel to about 4,750 feet, one-fourth of which is
occupied by Goat Island, the largest of the group, which here extends to the extreme verge of the precipice, and divides the stream and the Falls into two distinct parts.

The American Fall is about 1,100 feet wide, and the remainder, or Canada Fall, about double the width, although from its curved or horseshoe shape the line of the brink is considerably longer than the direct breadth.

The waters of the American Fall make a sheer descent of 164 feet, while the height of the Canadian Fall is from 12 to 14 feet less, owing to the lengthening of the Rapids and the curve of the stream.

GOAT ISLAND BRIDGE.

The volume of water in the Canada Fall is much greater, however, than that of the American, and the impetus given by the Rapids carries the water over the precipice with great velocity, and it forms a grand curve in the descent, falling clear of the rocky wall into the bed of the river below. The lower strata of this wall being of a loose, shaly character, the action of the spray has hollowed it out, so that between the wall of rock and the descending wall of water, a cavernous space exists, into which the tourist may venture by a rocky and somewhat perilous path from the Canada side. It is needless to add that a water-proof suit adds materially to the comfort of those who thus venture. Similar trips may be made under the American Fall.

Below the Falls, on the American side, is a stairway and an inclined-plane railway, leading to the water's edge, and connecting with a ferry which here crosses to the Canada shore by means of small boats, amid
the spray and over the turbulent waters, not yet at rest from their mighty plunge.

The banks below the Falls are very high and precipitous, and the channel contracts to less than a thousand feet, varying in the descent to Lake Ontario, from 200 to 400 yards.

The entire river, from its source to its mouth, is an interesting geological study. The changes that have taken place in the formation of its banks, and the topography of the country through which it passes, furnish much food for conjecture, upon which several theories have been constructed, one of which seems to be quite universally adopted, viz., that
the Falls have gradually receded from a point below their present location, some say as far down as the high bluff at Lewiston, seven miles from Lake Ontario.

This recession is due to the action of the water upon the sections of the rocky bed which have successively formed the verge of the cataract, and which have doubtless varied in character along the course of the river. The action of the spray and the violence of the rebounding waters, combined perhaps with other causes, wore away the softer, shaly substratum, until the harder but thinner upper stratum could no longer support the massive weight and resist the velocity of the waters, and fell into the channel below. This theory is abundantly supported, not only by the appearance of the Falls and the channel, but by several occurrences of exactly this character. In 1818, massive fragments fell from the American Fall, and in 1828 a like occurrence took place in the Horseshoe Fall, in each instance producing a concussion like an earthquake.

A view of the Falls by Father Hennepin, made in the year 1678, presents the feature of a distinct Fall on the Canada side, somewhat like that on the American side, or nearly at right angles with the main Fall.
This was occasioned by a great rock, which divided the current and turned a portion of it in that direction, and which has evidently since fallen. (See engraving.)

How long a time would be required for the Falls to recede to Lake Erie, is of course conjectural, as no data of sufficient reliability can be established from which to make a calculation. Indeed, it is believed by some geologists that higher up the river the formation of the bed is of such a character as to successfully resist the further encroachments of the water in that direction, the hard formation being of greater depth and firmness.

But to the present generation Niagara Falls will remain an object of great interest, and will doubtless continue to receive, as in the past, the visits of great multitudes of tourists, either on account of their real attractiveness, or because it is the fashion.

The recent creation of a public park along the American shore of Niagara, above and below the Falls, thus throwing open to the public what was formerly only accessible by the payment of fees and tolls, entitles the State of New York to the profound gratitude of the civilized world. Previous to this movement, the annoyance of being met at every turn with the modified form of "bucksheesh," detracted much from the pleasure of a visit to this resort. There are still abundant opportunities to expend money for privileges not included in this grant, but it is indeed a matter of rejoicing that an unobstructed view of America's great cataract can now be had from American soil, without the payment of a fee at some toll-gate.

The Canadian government is performing a like duty by the public on the other side of the river, by laying out an International Park, extending along the bank of the river from above the Falls to Clifton. The Canadian shore was formerly the only point of observation from which a free view of the Falls could be obtained.

There is one thing, however, which no tourist is prepared to meet with composure, and which he will need to guard against here, namely, extortion, or an unexpected or unreasonable demand for money in payment for services not contracted for nor supposed to be in the market. Much has been said and written about the extortions of Niagara huckmen, until their practices have become a byword. In justice to some of these individuals it should be said that there are among them honorable men, who will do by you just as they agree; and will make no effort to defraud. It is always safe, however, to make an agreement with your driver as to the service he is to render you, and just what you are to pay him in return. When the terms of your contract are met, accept no further service without understanding its cost.
The limits of this work forbid an extended description of the many points of interest around Niagara Falls. A brief mention of the leading attractions must therefore suffice.

**Table Rock** is an overhanging cliff, extending along the Canadian shore to the very verge of the Horseshoe Fall. It formerly overhung the river much farther than at present, several masses having fallen from it at different times.

**New Suspension Bridge**, so called to distinguish it from its elder brother, two miles below. This structure is swung across the river in front of the Falls, giving a magnificent view of the Cataract at a single glance, as well as of the gorge below. Although light and airy, it is very strong and secure.

**Prospect Park.**—A solid wall at the verge of the American Fall, extending down the river bank, forms the river boundary of a beautiful park, from which fine views of the river and Cataract are to be had. From here a trip may be made down the inclined railway to the foot of the Falls, and, if desired, an excursion behind the Cataract, as well.

**Maid of the Mist.**—This little craft makes trips on the river below the Falls, venturing so near the cataract itself as to receive a baptism of
spray from its falling waters, and affording a grand view of the majestic down-pour as the passenger, clad in a suit of waterproof, gazes upward at the rushing torrent.

**Goat Island.**—This divides the American from the Horseshoe Fall and is a very attractive resort, now a part of the free park. There is in reality, a group of islands, seventeen in all. Many of them are connected by bridges, that from the main land to the larger island affording a fine view of the Rapids. Luna Island divides the American Fall into two sections.

**WHIRLPOOL AND RAPIDS.**

**The Cave of the Winds.**—Descending the cliff by the spiral staircase known as "Biddle's Stairs," the visitor, clad in waterproof garb, may pass behind the Centre Fall, into the "Cave of the Winds." This cavernous recess is one hundred feet high by one hundred feet deep and one hundred and sixty feet long, and the visit is one of great interest and novelty.

**Terrapin Bridge** leads to the rock near the verge of the Horseshoe Fall from which a near view of the latter is obtained.

**Three Sister Islands.**—These are connected with Goat Island and with one another by three pretty bridges, and afford a fine view of the Rapids, deemed by many to equal in interest the great Cataract itself.

Other islands in the river above the falls, are of interest, historically and otherwise. Grand Island is the largest, being twelve miles long by
from two to seven miles wide. Navy, Buckhorn, and several smaller islands complete the list.

The Burning Spring.—On the Canadian shore above the Falls are several islands, also connected by bridges. On one of these islands is a spring, charged with “natural gas,” affording a spectacle of interest, burning with a pale blue flame.

Whirlpool Rapids.—Below the Falls the channel of the river narrows to about three hundred feet, which greatly accelerates the current, and throws the water into violent commotion. From the railroad Suspension Bridge to the Whirlpool, the stream is very rapid, and the view from either bank is one of much interest. It was in these rapids that the intrepid swimmer, Capt. Webb, lost his life, although they have since been navigated, first, by a man alone, and afterward by a man and woman in a huge cask. The journey was accomplished however, with some peril and not a little terror to the foolhardy voyagers.

At the Whirlpool the river makes a sharp turn, almost at a right angle, and circles round in a basin, apparently of its own excavation, then makes its exit through a narrow gorge on its way to Lake Ontario.

Suspension Bridge.—This marvel of engineering skill is an object of great interest to the visitor. The erection of piers in the river bed being an impossibility, owing to its great depth and the rapidity of the current, the structure is suspended from cables, passing over towers of solid masonry. The following figures will be of interest to lovers of statistics:

<table>
<thead>
<tr>
<th>Description</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of span from center to center of towers</td>
<td>822 feet</td>
</tr>
<tr>
<td>Height of tower above rock on the American side</td>
<td>88”</td>
</tr>
<tr>
<td>“ “ “ “ Canada side</td>
<td>78”</td>
</tr>
<tr>
<td>“ “ “ “ floor of railway</td>
<td>60”</td>
</tr>
<tr>
<td>“ track above water</td>
<td>258”</td>
</tr>
<tr>
<td>Number of wire cables</td>
<td>4”</td>
</tr>
<tr>
<td>Diameter of each cable</td>
<td>10½ in.</td>
</tr>
<tr>
<td>Number of No. 9 wires in each cable</td>
<td>3,659</td>
</tr>
<tr>
<td>Ultimate aggregate strength of wires</td>
<td>12,400 tons</td>
</tr>
<tr>
<td>Weight of superstructure</td>
<td>800”</td>
</tr>
<tr>
<td>“ “ and maximum loads</td>
<td>1,250”</td>
</tr>
<tr>
<td>Maximum weight the cable and stays will support</td>
<td>7,309”</td>
</tr>
</tbody>
</table>
UNDER THE CATARACT.
EASTWARD FROM NIAGARA.

RIVER ST. LAWRENCE.

Continuing the journey eastward, the tourist may enjoy a delightful trip across Lake Ontario, to Toronto, or may proceed by rail to the same point, making the journey by way of Hamilton. If the former method be chosen, he may proceed via Port Dalhousie, and take steamer across the lake. Tickets for passage from Suspension Bridge to Toronto, by rail, may be thus used via Hamilton, or by rail to Port Dalhousie, on the shore of Lake Ontario, and from thence will be honored on the steamer "Empress of India," across the lake to Toronto.

THE CITY OF TORONTO,

Beautifully situated on a bay which makes from Lake Ontario, with excellent railroad connections, is a prosperous manufacturing and commercial city, a veritable Canadian Chicago in point of enterprise and thrift. Its people are wide-awake and progressive, as evinced by the commercial importance of the city, its fine public buildings, and the tokens of evident prosperity on every hand. It is also like Chicago in its rapid growth. It is one of the youngest of Canada's important cities, but its substantial buildings and well-kept thoroughfares give it an air of solidity seldom seen except in older cities.

LAKES SIMCOE AND MUSKOKA.

The Midland Division of the Grand Trunk Railway, with its several branches and connections, including the Northern & Northwestern Railway, reaches the charming lake country, now coming to be so favorably known as a summer resort, especially for sportsmen, as it affords such excellent facilities for hunting and fishing.

When in the vicinity of Toronto, the lover of rod and gun will be tempted to make a side trip to this locality, which is growing more popular every year, as its attractions become better known. The nearest is Lake Simcoe, which is reached by rail via Scarboro Junction and Sutton, or by a more northerly approach via Lorneville Junction and
Orillia. Still further north, reached by rail to Gravenhurst, are the Muskoka Lakes, a chain of irregular bodies of water, with numerous islands and wooded shores.

In this locality the visitor finds himself in a veritable sportsman's paradise. The waters of the lakes and streams abound in fish, while the forests afford excellent shooting. The hunter and fisherman is certain to find almost unlimited sport, the game embracing a large variety, from partridge, duck, geese, etc., up to deer, moose and bear; while the waters yield to the angler their treasures of bass, pickerel, brook trout, salmon trout, and the gamey fish, called here by the natives the "maskinonge," reaching the size of fifteen pounds and over.
Indian guides and canoe-men can be secured for excursions into the regions almost untrodden by the foot of man, or, lingering nearer civilization, short trips may be made from the hotels, the sportsman often returning in a few hours laden with trophies of his skill with rod or gun.

The scenery of the lake region is also very attractive. Steamers ply upon the lakes, which are connected by rivers and streams, large and small, on some of which are pretty cascades and waterfalls, one of which is illustrated on opposite page.

The lake country lying north of Peterboro is well worthy of a visit from the sportsman. Seven miles distant from Peterboro is Mud Lake, and fifteen miles distant is Rice Lake, both affording excellent fishing, and readily accessible to those who do not care to make an extended journey into the wilderness. At Lakesfield, reached by rail from Peterboro, several larger lakes are to be found, including Sturgeon and Balsam Lakes, both of which furnish excellent sport.

The Midland Division of the Grand Trunk Railway, as has already been intimated, affords ready access to many of the most celebrated of these resorts, and enables the visitor who wishes to make a “flying trip” to these localities, to do so at little inconvenience. To enjoy an “outing,” however, and fully appreciate the sport and scenery, the sportsman should prepare for a sojourn of several weeks, camping wherever night overtakes him, and “roughing it” in true backwoods style. For bird-shooting, he should engage a canoe with a guide; or, if he is a true woodsman, he may bring with him the modern convenience of a folding canvas canoe, and “go it alone,” or, with congenial camping spirits, form a company for camping and hunting.
Resuming our eastward journey from Toronto, the trip may be continued by rail directly to Montreal, or by rail to Kingston, thence by boat among the beautiful scenery of the St. Lawrence. If the former route be chosen, the trip may be made by daylight, or, taking a sleeper in the evening, the traveler may awaken in the morning at Montreal. Few, however, are content to make an eastern trip without a view of the famous Thousand Islands of the River St. Lawrence.

"Kissed by a thousand red-lipped flowers,
Gemmed by a thousand emerald bowers,
A thousand birds their praises wake
By rocky glade and plumpy brake,
And Fancy's dream my heart beguiles
While seeing thee, The Thousand Isles."

At Kingston wharf the staunch steamers of the Richelieu & Ontario Navigation Company take on board their quota of summer tourists, for a journey down the majestic St. Lawrence. Entering the head of the river where it receives the waters of Ontario, we are at once in the midst of the river archipelago, comprising not a thousand, merely, but nearly or quite twice that number of islands, ranging in size from a mere dot on the water to the extensive tract of many acres. Much has been written in praise of this delightful locality, but its attractions have never been overdrawn. They are the most numerous collection of river islands in the world, and are of every imaginable size, shape and appearance. At times the steamer passes so close to these islands that a pebble might be cast on their shore; while, looking ahead, it appears as though further progress was effectually barred, when rounding the points amid widening passages and bays, the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake that is, to all appearance, bounded by an immense
green bank. At your approach the mass is moved as if by magic, and a hundred little isles appear in its place.

Our first stop after leaving Kingston is at Clayton, on the American shore. One and a half miles further is Round Island Park, occupying the island from which it takes its name. A lovelier spot is not to be found. An elegant hotel, numerous cottages, pleasant groves, splendid drives, and a beautiful water-front, are among the features that contribute to its attractiveness, and give promise of making it the resort *par excellence* among the island gems of this beautiful river. The association controlling the Park, while supposed to be denominational, is by no means sectarian, and the largest freedom is allowed the occupants, untrammeled by the claims or caprices of fashion, such as sometimes destroy all liberty at fashionable resorts.

The luxury of camp life is here enjoyed to its fullest extent. The beautiful groves along the shores of the island, reached by boat or the inland paths and drives, afford delightful camping-places, while the ready communication with the “haunts of civilization” places the conveniences, and even luxuries for those who desire them, within easy reach. Round Island is about a mile in length, and eight hundred to twelve hundred feet wide. Its shape is not correctly indicated by its name, it being more nearly oval than round.

**THOUSAND ISLAND PARK.**

More widely known, perhaps, than any of the other St. Lawrence resorts, is the great camp-meeting park of the Methodist denomination bearing the above title. It is located at the upper end of Wells Island, and has rapidly grown to large proportions, combining, as it does, the religious, social and pleasure-seeking elements, often united in the same individuals. It has a large village of permanent cottages, which is greatly increased in the summer by the “cotton houses” of those who come for a brief stay, either in attendance upon the religious services or for a short respite from business in camp life. It has a post-office, public buildings, stores, and the conveniences of town life, together with boat-houses, landings, dock room, etc., and being in the main channel of the river, it is readily accessible to visitors, as the boats make it one of their important landings.

**Westminster Park** is on the lower portion of Wells Island, and is also under the control of a religious association, being owned by a regularly chartered society called the Westminster Park Association. The Park comprises about five hundred acres, occupying an irregular neck of upland, rising in some places to a commanding height, overlooking the scene for miles in extent. Tasteful cottages occupy the building lots into which a large portion of the Park has been divided. Directly opposite from this park, on the New York shore, is
ALEXANDRIA BAY,

Sometimes called the "Saratoga of the St. Lawrence." As a summer resort, it is fairly entitled to the name, being one of the most popular watering places in America. Its summer hotels are among the most commodious and attractive to be found anywhere, while private cottages and villas have sprung up on every available site, both on the shore, and on all the islands near. The facilities for fishing and boating, combined with the pure and invigorating atmosphere, and the beautiful scenery, attract to the place a tide of summer visitors, ever increasing in volume with each succeeding year. The approach, by boat, is charming, as the pretty cottages come in view all along the shore, succeeded by the imposing hotel fronts as the harbor is neared. Among the handsome villas, that of the late Dr. J. G. Holland, "Bonnie Castle," is a conspicuous object, occupying a promontory which projects just below the landing.

Leaving Alexandria Bay, we are now in the midst of the most fashionable part of the Thousand Island group. The residences are elegant in style of architecture and general appointments, some of them being very costly, their wealthy proprietors having lavished expenditure upon them with unstinted hand. The captain will call many of them by name, the islands having received their titles mostly from their present owners and occupants, and are somewhat fanciful and often appropriate. For instance, "Fairy Land" seems a fitting abode for elfin sprites, although equally attractive to humanity. Arcadia, Sport Island, Summerland, Manhattan, Imperial, Welcome, Cozy, Nobby, and a host of other cognomens, have been bestowed upon the charming spots where taste, elegance, and refinement are exhibited, as art has united with nature in making them veritable summer paradies.

The last of the Thousand Islands are called the Three Sisters, from their resemblance and proximity to each other. They are nearly opposite Brockville on the Canada shore, and Morristown on the New York side, the two towns being directly opposite each other.

BROCKVILLE, named in honor of General Brock, is called the "Queen City of the St. Lawrence," and there is something regal in its appearance to warrant the bestowment of the title. Its glittering towers and church spires give an appearance of splendor, which the tourist will observe as a peculiarity of the Canadian cities to be seen in his trip, the metal with which they are covered retaining its brightness in a remarkable degree, owing to the purity and dryness of the atmosphere.

OGDENSBURG AND PRESCOTT.—These two cities, like those last mentioned, are opposite each other, and are both important points. The former lies on both sides of the Oswegatchie River, at its junction with
the St. Lawrence. On account of its beautiful foliage, it has been appropriately entitled Maple City. Its extensive river front, with its railroad facilities, gives it a decided advantage as a grain port. Large elevators and warehouses for the transhipment of grain and other freight from the lake steamers are among the important enterprises of the place.

Prescott, on the Canadian shore, has in its vicinity several places of historical interest, among them being "Windmill Point," and "Chimney Island." Here, also, the tourist may resume the journey by rail, if satiated with steamboating; but those who have never made the trip through the rapids will desire to remain on the boat to the finish at Montreal. A perceptible increase in the velocity of the current now begins to awaken interest among the passengers, and the boat is soon in the famous

**RAPIDS OF THE ST. LAWRENCE.**

There are several courses of these rapids, those we are now entering being the Gallopes, which, compared with some of the others, are of but little interest, except as a foretaste of what is to come. Next we enter and pass the Rapid du Plat, and the excitement deepens as the foaming, seething waters just ahead proclaim the approach to the famous Long Sault (pronounced *Soo*). This is the longest of the series, being a continuous descent for nine miles, with the current running at a speed of twenty miles an hour. The steam is shut off, and the boat is carried along solely by the force of the current.

The increasing speed, and especially the perceptible descent, soon awaken the interest of the dullest among the passengers, and as the boat lurches to the right or left (or in nautical phrase, to the starboard or port), to escape destruction from some ledge which the trusty pilot knows how to avoid, the excitement deepens and increases, and the half hour required for the passage of the Long Sault is crowded full of alternating delight, fear, and exhilaration, quickening the pulse, and giving zest to the journey, not to be appreciated except by those who experience it.

A canal, eleven miles in length, extends around this Rapid, with seven locks, facilitating the descent of such crafts as are unable to cope with the rapids, and also permitting the return of the steamers. Four similar canals are to be met at various places along the river.
At the foot of this Rapid, the placid waters of Lake St. Francis are entered, and the contrast between the tranquil surroundings and the tumult and excitement just passed through brings a grateful sense of relief, and the lovely scenery among which the boat now glides for twenty-five miles, is all the more keenly appreciated.

Passing Coteau du Lac, we enter the Coteau Rapid, descending quickly to the Cedars, Split Rock, and Cascade Rapids. In passing the Cedars, a peculiar sensation is experienced, as the boat appears to settle down occasionally with great suddenness, as though about to be submerged. This is supposed to be owing to a strong undercurrent which exerts this influence on the boat as she passes from one ledge of rock to another, although they are at a safe distance below her keel. The passage of the Split Rock Rapids is not dangerous, although indeed it might be were the pilot to forget for an instant the grave responsibility of his trust, and fail to swerve the boat at just the right moment to avoid some rock or ledge that threatens destruction.

Occasionally a raft may be seen in conflict with the raging waters, apparently at the mercy of the current. The venturesome lumbermen generally manage, however, to "put in an oar" to good advantage in steering clear of the rocks, although not always successful in guiding their frail crafts into quiet waters. An occasional wreck is the result of these ventures, as the scattering logs in the channel attest.
The Cascades are so called from their resemblance to a series of short, leaping falls. Passing the Cascades, we enter upon another broad expanse of water, the river here widening into Lake St. Louis, receiving also the waters of the Ottawa River. This lake is twelve miles long by about six in breadth, and the ride across its quiet waters just precedes the culminating excitement of the trip,—the daring passage of the

FAMOUS LACHINE RAPIDS.

At the head of these Rapids is the pretty little Indian village, Caughna-wa-ga, and here comes aboard our Indian pilot, Baptiste by name, who has piloted the boats through the Lachine Rapids for forty years. These Rapids are the most perilous in all the river’s extent, on account of the devious nature of the channel, and the dangerous rocks which lie just enough below the surface to deceive any but the skillful navigator. The swarthy giant who takes the wheel at this point pays little attention to anything but the duty in hand, and that seems to demand all his energies. Casting alternate glances at him and at the rushing waters ahead of us, we involuntarily breathe the words of the hymn,

“Steady, O pilot, stand firm
at the wheel.”

Right in our path lies a ragged rock, which threatens us with instant destruction; but a turn of the wheel at just the right moment sends our good craft a little to the left of it, and the apparent danger is past. With bated breath we watch for the next peril that looms ahead of us, to find it, like its predecessor vanquished by the strong arm and steady nerve of the man to whom every inch of the channel is as familiar as a beaten path.

Entering once more into quiet waters, we steam on our way toward Montreal, and soon the horizon is marked with the long line of the famous Victoria Bridge, which rises higher and higher as we approach it, until we glide under it, and are soon at our wharf, at the close of a day that has been filled with a succession of delights unapproachable in a day’s experience in travel elsewhere on the American Continent.
MONTREAL is the metropolis of British North America. Its situation, both from a scenic and commercial point of view, renders it attractive to the tourist and prosperous as a business center. Its location is on an island in the St. Lawrence, at the base of Mt. Royal, which gives the city its name. The view of the city from the river, with the mountain in the background, is beautiful and impressive, and when this is supplemented by the grand picture exhibited from the summit of the mountain, with the river and the Victoria Bridge in the distance, the observer is ready to exclaim, "Beautiful for situation!"

On arriving at Montreal, whether by boat or rail, the traveler is impressed with the idea that the entire population must indulge in riding, so numerous are the hackmen, or carters, as they are called, to be seen at every hotel, depot and landing. Their easy one or two horse carriages are at your service for long or short trips, and their prices are very reasonable, being regulated by law. The fare from point to point within the city is twenty-five cents for one or two passengers, and fifty cents for three or four, although the usual custom of the driver is to charge twenty-five cents for each passenger, and collect it if he can. If you go outside the city limits, make a bargain in advance. In fact there is safety in giving this rule a general application wherever you need the services of a hackman, and thereby always avoiding contention in settlement.

Sight-seeing, in the city and vicinity, is best accomplished by the employment of a "carter," who is usually well posted on all the points of interest, and can often entertain his party with sundry legends in connection with them. The most delightful drive, for a single trip, is the
RIDE AROUND MOUNT ROYAL,

Which is about nine miles in extent, over splendid macadamized roads, through a section of country, in the suburbs, devoted to gardening, and under a high state of cultivation. The entire island, about thirty miles long by ten wide, is noted for its fertility, and is called the Garden of Canada. The trip should also include a drive to the summit of the mountain, which is reached by a carriage road of easy ascent, and which has been converted into a magnificent park, from which an extensive view of the city and surrounding country can be obtained. The Mount Royal Cemetery, the Grey Nunnery, and the Hotel Dieu are also to be seen in this drive, the latter being the largest building in the Dominion, used for a convent, hospital, and asylum for poor children.

The Water Works, the reservoir of which is on the side of the mountain, with the pumping station on the banks of the St. Lawrence, above the city, are well worthy of a visit. The reservoir was excavated out of the solid rock, and is 206 feet above the level of the river. The cost of the works, with the machinery, was over $2,000,000. The immense pressure obtained from such an elevated reservoir, enables the fire department to dispense with engines, using hose carriages, and a large conflagration in the city is almost an impossibility.

The public buildings of the city are substantial and elegant, many of them conspicuous for their superior architectural design, and the completeness of their appointments. The Court House, Post Office, Merchants' Exchange, several bank buildings, the Custom House, McGill College, Bonsecours Market, and a list that might be indefinitely extended, comprise the notable structures that will attract attention as you ride through the business thoroughfares of the city.

The churches are among the finest to be found in America. Notre Dame, with its twin towers, conspicuous from every point of view, is the most capacious of the finished structures, although the Cathedral, now in process of erection, and modeled after St. Peter's at Rome, is to be second only to this famous edifice 'n point of size and elegance. The towers are massive and lofty, being 220 feet in height. The right-hand tower may be ascended, and the view to be had well rewards the effort of climbing. It contains the big bell, weighing nearly 30,000 pounds. The other tower contains a chime of bells. The Church of the Gesu is noted for its frescoes and paintings. The English Cathedral, and several Protestant churches, are also fine edifices.

Lachine Canal, leading from above the rapids of that name, is a fine specimen of engineering, and not only serves to facilitate navigation, but furnishes almost unlimited water power for the extensive manufacturing industries along its banks.
Victoria Bridge, which crosses the river from the southern shore, is a massive and costly structure. One of the best views of it is that to be had in coming down the river, the boat passing under the central span. It is tubular in shape, built of iron, and rests on twenty-four piers of solid masonry, the central span being 330 feet long, and the remaining ones 242 feet. It cost $6,300,000, is the property of the Grand Trunk Railway Company, and is used exclusively for railway purposes.

The shipping interests of Montreal are among the most important sources of the city’s prosperity. At the head of ocean navigation, it is the terminus of several important trans-Atlantic steamship lines, and the railway and river and lake connections from the West, combined with its facilities for ocean commerce, render it very prominent as a port for transhipment. Its wharves are not excelled in America, being constructed of solid limestone, and its harbor is deep and capacious.

The Champ de Mars, a spacious parade ground, where three thousand troops may be reviewed at once; Viger Square, near by, with gardens, conservatories, fountains, etc.; Victoria Square, Jacques Cartier Square, and several other smaller squares, constitute the parks of the city, in addition to Mount Royal Park. Improve his time as he may, the visitor will not soon exhaust the attractions of this beautiful city, and will find many more, which we have not space even to mention, as we regretfully leave the pleasant spot, and resume our journey, to the

ANCIENT CITY OF QUEBEC.

The route from Montreal is via Grand Trunk Railway, or by the Richelieu & Ontario Steamship Line via the St. Lawrence, as the tourist’s inclination may lead. Leaving Montreal by boat at early evening, passing the fort on the island directly against the city, and onward past the mouth of the Ottawa River below the city, the first stop is at the town of Sorel, or William Henry, at the confluence of the Sorel or Richelieu River, forty-five miles from Montreal. Five miles further on, the river expands into a lake about twenty-five miles in length by nine in width, and known as Lake St. Peter. Next we come to the ancient city of Three Rivers, taking its name from the fact that the St. Maurice River, which here flows into the St. Lawrence, is divided by islands into three channels.

The view of Quebec, as approached from the river, is singularly impressive. Unlike any other city on the American continent, its situation and surroundings make it an object of striking interest. The fortifications, with their towers and battlements, frown upon you from the Plains of Abraham and from the lower town, and there surrounds the place an air of mediævalism at once novel and attractive.

It is one of the oldest cities of America, as well as one of the most
interesting. It was founded in 1608, and its history is replete with events of tremendous importance. The scene of many a battle and of untold carnage, the crowning event of all was the memorable engagement which transferred half a continent from France to Britain, and immortalized the names of both commanders, the victor and the vanquished.

The city consists of two divisions, known as the upper and lower town. The upper town includes within its limits the Citadel of Cape Diamond, which covers the entire summit of the promontory, embracing an area of more than forty acres. It rises to the height of 345 feet above the river, and from its commanding position and the strength of the fortification, has been not inaptly entitled the "Gibraltar of America."

The shape of the city is triangular, the St. Lawrence and St. Charles rivers forming the two sides, with the Plains of Abraham for the base. The river fronts are defended by a continuous wall on the very brow of the cliff, with flanking towers and bastions, loopholed for musketry and pierced for cannon. On the west side, a heavy triple wall, with trenches between, formerly guarded that approach, but much of it is now demolished. Between the old town and the outside world, the wall was formerly pierced with frowning gateways, five in number; but these have been gradually demolished, in response to the increasing demand for more free communication, and on the occasion of the writer's last visit to the city, the old Saint
John's gate was being entirely destroyed, and the roadway correspondingly widened.

The nationality of the inhabitants is strongly French, and a visitor from the States can easily fancy himself in a city in France, so decidedly un-American are all his surroundings. The quaint homes, the steep and tortuous streets, especially of the oldest portions of the city, and the almost universal use of the French language in the ordinary channels of trade, require no stretch of the imagination to practically transport one to the old world, and give a glimpse, as it were, of a foreign country.

The view from the Citadel, owing to its elevation, is surpassingly grand and comprehensive. The majestic St. Lawrence, alive with sailing craft of every kind, stretches before the vision in both directions, seeming like a band of glistening metal, beautifying the scene and giving animation to the picture. Directly below lie the crooked streets of the lower town, teeming with animation, while its busy population, so far beneath, seem like pigmies, and you look upon the glistening roofs of the houses and down the very throats of the chimneys, into which it would seem an easy matter to toss a pebble.

Looking to the eastward, the Plains of Abraham are spread out before you, together with the bluffs scaled by Wolfe and his brave soldiers in the preparation for the assault that ended in a victory, but cost the lives of both commanders. The spot where Wolfe fell is marked by a handsome monument. It was erected in 1849, but is still called the "new monument" in distinction from the simple monolith which pre-
viously occupied its site. The new monument bears the simple but elo-
quently inscription, "Here died Wolfe, victorious." Directly across the
erver is the settlement of Point Levi, and down the stream the beautiful
Isle of Orleans may be seen. This pleasant resort may be reached by
ferry from the city, and it affords delightful drives, giving views of the

WOLFE'S MONUMENT, QUEBEC.

Falls of Montmorenci, the Laurentian Mountains, and other objects of
interest.

Chaudiere Falls, nine miles above Quebec, on the river of the same
name, are 130 feet high and 400 feet wide. The Falls and Indian village
of Lorette, seven miles from Quebec, are points to which excursions may
be profitably made, either by carriage or the North Shore railway.

Other points of interest in and about Quebec demand at least a brief
mention. The Dufferin Terrace, which will be included in the visit to the Plains of Abraham, as will also the Governor's Garden, where the monument to Wolfe and Montcalm will be seen; the French Cathedral; the Laval Seminary, in the chapel of which are some fine paintings; the English Cathedral, near by; the Ursuline Convent; the public buildings in the lower town, and others which the driver will point out to you, are of sufficient interest to enliven a visit of several days duration, or they may be hurriedly inspected in a "flying trip."

THE FALLS OF MONTMORENCI

Are among the most interesting of the objects which secure the visits of tourists to Quebec, both on account of their own attractiveness and the pleasant drive by which they are reached. The "carters" of Quebec are as numerous as those of Montreal, and the roads around the city and in the country adjacent are among the finest to be found anywhere. Securing your driver, you leave the city by one of the gates, and, crossing the St. Charles river, are among the suburbs, passing here and there a villa of modern style, but speedily coming to the realm of the ancient; the road leading through quaint old hamlets, the cottages with their picturesque dormer windows, the thatched-roofed outbuildings, and the peasant-like appearance of the people, combined with the universal employment of the French language, strengthen the fancy for the time being that Amer-
ica must be far away, and that the rural districts of France or Switzerland are the scenes through which your trip is made. Children run beside the carriage asking alms or offering flowers; while the women and older girls are at work in the fields, or spinning with their rude wheels in the open doorways or on the porches of the little houses. The antiquated implements of agriculture, the rude carts by the roadside, and the rustic crosses by the way, at which some devout pilgrim is tarrying to breathe a Pater Noster, all tend to complete the illusion of a remoter age or a more distant clime than the few hours' ride from bustling, modern, Yankee civilization.

The ride of eight miles all too quickly brings you to the River Montmorenci, and here you gaze upon historic ground, it being the scene of the battle of Montmorenci which immediately preceded Wolfe's final victory at Quebec. Leaving your carriage, and paying a small fee for the privilege of crossing private grounds, you descend the bank of the river to look up at the fall from below. The river here pours over the cliff into the St. Lawrence, broadening at the edge to about 50 feet, and falling 250 feet, in a sheeny vail, half water, half spray, not sublime, nor even grand, but exquisitely beautiful.

The towers on either side of the river still mark the spot where, several years ago, a suspension bridge was erected, but which, through some defect, gave way as a laborer and his family were crossing in a cart, precipitating them into the gulf below.

Returning to Quebec, the views of the city are enlivened by the peculiar feature of glistening towers and roofs, so noticeable in connection with many Canadian cities. The sunlight, glancing from the metal-covered roofs, spires and dormer-windows, which, owing to the tortuous windings of the streets, are set at every conceivable angle, produces a sparkling effect.

**THE SAGUENAY RIVER.**

This is the largest affluent of the St. Lawrence, which it joins about 120 miles below Quebec. The scenery of the Saguenay is strikingly grand and romantic, and unlike anything else east of the Rocky Mountains. It is usually visited by boat, and the trip down the St. Lawrence to Tadousac, at the junction of the two streams, and up the Saguenay among its bold, wild scenery, should not be omitted, even at the expense of slighting some other point of interest lying in the highways of fashionable travel.

Leaving Quebec by steamer, you pass some remarkably fine scenery, in which the majestic St. Lawrence abounds, the river being in some places thirty miles in width, and dotted with a multitude of islands, abounding in game. The Falls of St. Anne are on the river of that name, which enters the St. Lawrence off the lower end of Orleans Island.
The quarantine station on Grosse Isle is passed, and is associated with sad memories of the famine in Ireland. It received twenty thousand plague-stricken emigrants, of whom six thousand now lie in a single grave, marked by a stone monument.

Ninety miles below Quebec is the fashionable watering place known as Murray Bay. The river is here twenty miles wide, and the tides have a range of twenty feet in height. On the south shore of the river, still further down, is Riviere du Loup, a place of some importance, and six miles below it is Cacouna, already quite famous as a pleasure resort, and
yearly increasing in popularity. Across the river from Cacouna, is Tadousac, at the mouth of the far-famed Saguenay, formerly a place of some commercial importance as a post of the Hudson Bay Company, and one of the first towns on the St. Lawrence fortified by the French. It has a good hotel, near which is a little church over 250 years old.

The Saguenay River is remarkable, not only for its great depth, but also for the marvelous height of its banks. It seems to flow through a rift in the Laurentian Mountains, which appear to be cleft, as it were, to the very foundations, the height of the cliffs rising from the edge of the river being equaled only by the depth to which they descend below the surface. The source of the river is 130 miles from its junction with the St. Lawrence, in Lake St. John, which is fed by eleven rivers, draining an immense watershed, the great volume resultant pouring through this remarkable gorge, in many places unfathomable. At St. John's Bay, 27 miles above Tadousac, the water is one mile and a half in depth, and but little less at Eternity Bay, six miles beyond. At the latter place, the wonderful capes, Trinity and Eternity, like giant sentinels guard the entrance, rising 1,500 and 1,900 feet, respectively, above the water.

Ha-Ha Bay is sixty miles above Tadousac, and is nine miles long by six wide. It has also been named Grand Bay. The first-named title is said to have come from the exclamation of delight which sprung from the lips of the navigators of the river on its discovery; and in contrast
with the gloomy and forbidding aspect of the lower portions of the river, it would seem that such an outburst might be perfectly natural. The mountains around Ha-Ha Bay abound in whortleberries, or blueberries, as they are here called, and a very important industry with the natives is the gathering and shipment to market of the bountiful harvest thus kindly furnished by nature, the picking season extending from the middle of July until the falling of the snow, and the supply being inexhaustible.

Chicoutimi, a few miles beyond, is at the head of navigation, the river being obstructed above this point by rapids and falls. Lumbering is one of its important industries, the immense forests of the vicinity being as yet almost in their virgin state, and the harbor accessible to the largest vessels, thus giving it natural facilities of great value.

The fishing in the Saguenay River and its tributaries is one of the chief attractions to the sportsman. Salmon abound, and the quality of the fish taken from such deep, cold water can be readily inferred by the disciples of Walton. Game also abounds in the forests, some specimens being well worthy of the skill and nerve of the trained hunter.

The student of character will find an interesting subject in the person of the Canadian Indian, to be met in various localities in Canada. Combining with his native craft the shrewdness of a Connecticut Yankee, he will often appear in the role of a vender of curiosities, in which "taking" attitude our artist presents him.

In closing our notes on the Saguenay, we feel that but faint justice can be done to its wonderful attractions. It has been tersely described by a writer as a "region of primeval grandeur, where
art has done nothing and nature everything; where at a single bound, civilization is left behind and nature stands in unadorned majesty; where Alps on Alps arise; where, over unfathomable depths, through mountain gorges, the steamer ploughs the dark flood on which no sign of animal life appears." A better summing up of its peculiar features, in so few words, could not be written, and the tourist who visits the scenes we have briefly described will indulge in no regrets, unless it be that want of time to do justice to the trip gives only hurried glances where hours and days might be enjoyed in realizing the sublime grandeur of the surroundings.

**SIDE TRIPS FROM MONTREAL.**

In addition to the places of interest already mentioned, to be visited from Montreal, there are many pleasure resorts which furnish recreation for the citizens, and which may also be enjoyed by the visitor from abroad. A very pleasant trip of this kind, which is frequently improved by those who are unable to make the entire tour through the St. Lawrence Rapids, is that of a ride through the Lachine Rapids. This may be made a before-breakfast trip, if desired.

Taking the early morning train on the Grand Trunk Railway, a quick run of eight miles brings us to the village of Lachine, where connection is made with the early market steamer for Montreal. This boat is piloted by the same steady hand and iron nerve that takes the regular excursion steamers through the rapids, and the trip down the river to Montreal, in the cool morning hour, is fully as enjoyable as that of the afternoon.

**BELŒIL MOUNTAINS.**

One of the most attractive summer resorts in the vicinity of Montreal, and one which is rapidly growing in popularity, is the healthful and elevated plateau known by the above title. It is reached by the trains of the Grand Trunk Railway to St. Hilaire, and the frequent train service on the Portland and Quebec line makes it very accessible, there being five daily trains each way between Montreal and St. Hilaire.

This resort, in addition to the attractions of delightful scenery and a healthful, invigorating atmosphere, presents the pleasing features of fishing, boating and bathing, a magnificent lake in the vicinity furnishing abundant opportunities for these recreations. There is a fine hotel, delightfully located on a high table rock, commanding a beautiful view of the adjacent country. Combined with these attractions, there are also delightful promenades, secluded groves, and what is of the highest im-
importance at a summer resort, the purest of spring water and perfect drainage.

The summer tourist may conveniently visit this locality by stopping off in the journey between the east and the west, or may make it a side trip from Montreal, as desired.

THE DOMINION CAPITAL.

Many will also desire to make a side trip from Montreal to Ottawa, the capital city of Canada, formerly known as Bytown. Its selection by the Queen as the seat of the Canadian government raised it to an importance which its own natural advantages might never have secured. It is beautifully located on the Ottawa river, a portion of the city being on a high plateau of stratified rock, rising a hundred feet from the river. The pride of the city is the Parliament buildings, which, from their commanding situation and elegant architecture, present a great attraction to the visitor. The city itself has a population of about 40,000, and its heaviest commercial interest is the lumber trade, its immense saw mills and timber slides being objects of interest, especially by night, when the mills are illuminated by the electric light. The Chaudiere Falls, at the western extremity of the city, and the Little Chaudiere, on the northern side, are very attractive. The former are two hundred feet wide and forty high. The waters of the Little Chaudiere plunge into a subterranean passage, re-appearing a half mile below at a place called "The Kettles."
Montreal to New York via Delaware & Hudson Route.
THE ADIRONDACKS.—SARATOGA AND THE CATSKILLS.

The route to New York City from Montreal lies among some of the most celebrated scenery of America. It embraces Lake Champlain, Fort Ticonderoga, The Adirondacks, Lake George, Saratoga Springs, The Catskills, and the magnificent scenery of the Hudson River. Leaving Montreal by the Grand Trunk Railway, and crossing the St. Lawrence by the famous Victoria Bridge, connection is made at Rouse’s Point with the Delaware & Hudson Line. From this point the journey southward may be pursued entirely by rail, or partly by steamer, as desired. If the latter, the tourist may enjoy a delightful trip from Plattsburg to Ticonderoga, over the waters of the beautiful Lake Champlain, among the scenery made memorable by the annals of history.

THE ADIRONDACKS.

The mountain region of northwestern New York, known as the Adirondacks, presents many attractions to the summer tourist. Surrounded on all sides by civilization, the traveler has only to pursue his journey a few miles to find himself in a veritable wilderness. Once fairly beyond the haunts of men, he reaches the forest fastnesses, and is alone with Nature and her children. The atmosphere is charged with the balsamic odor of the pine and spruce, and the clear waters of mountain streams lend their health-giving properties to make the region a delightful retreat for the invalid or the toil-worn seeker for recreation and variety.

The celebrated Au Sable Chasm is reached by the Delaware & Hudson Road from Plattsburg, or by stage from Port Kent, and is well worthy of a visit.

Lake George is a long, narrow body of water, dotted with beautiful islands, and surrounded by attractive mountain scenery. It is one of the most fashionable summer resorts of America, its proximity to Saratoga
LONG GALLERY, AUSABLE CHASM.
THE CATSKILL MOUNTAINS

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bringing the two into natural association by pleasure-seekers. The summer houses of wealthy New Yorkers are numerous on its shores, and elegant hotels and superior boarding-houses are found at Caldwell, the fashionable center for this locality.

Saratoga is too well known to need more than the merest mention in these pages. Lying in the direct highway of pleasure travel, and with an established reputation as a fashionable resort, we would only say that in the tour between Montreal and New York, it may readily be included as a stopping place for a longer or shorter period, as the traveler’s taste or purse may warrant.

THE CATSKILLS.

As immortalized by Washington Irving in his charming legends of the Hudson, the region of the Catskill Mountains has been made memorable to all readers of American fiction. The tide of summer travel has made them scarcely less conspicuous in modern lore, so delightful are they to the visitor,
not only for their intrinsic attractions, but from the legends associated with the various localities, where, according to Irving, Rip Van Winkle, with dog and gun wandered in search of game, and slept his memorable long nap.

The hotels in this region are superb, and some of them are located in the midst of the finest scenery, where the tourist may abide for days and weeks, making excursions to the various points of interest.

The scenery of the Hudson River may be viewed from the train in passing, or more leisurely by such stops as the traveler may choose to make en route. A favorite method of finishing the trip is by the day boats between Albany and New York, which may be taken at Albany or intermediate points. The journey down the Hudson, by steamer, affords fine views of the magnificent scenery which has given this river the title of the "Rhine of America." In natural advantages, the American river is said to fully equal its old-world competitor, but like all American scenery, it can lay no claim to ancient ruins.
FROM MONTREAL TO PORTLAND.

LAKE MEMPHREMGAGOG.

THE WHITE MOUNTAINS OF NEW HAMPSHIRE.

The most celebrated pleasure resort of the Eastern States, and with the single exception of Niagara Falls, doubtless the most popular in America, is the group of mountains in the old "Granite State," the highest of which, Mount Washington, lifts its rugged summit over six thousand feet above the sea level. The modern conveniences of railway travel have made them easy of access, and they receive thousands of visitors annually from all parts of America, and many from the old world.

Continuing our journey from Montreal to the sea coast, they are directly in our route, and are reached with little or no divergence from our line of travel. By the direct route from Montreal to Portland, or vice versa, they are approached from the east, by way of Gorham and the Glen, the latter being the starting point of the famous carriage road to the summit of Mount Washington.

Should the tourist prefer to visit Lake Memphremsgog and other Vermont scenery, en route to Portland, he may leave Montreal via the Central Vermont or the Southeastern Railway. The former route is via St. Albans, Montpelier and Wells River, thence across to the White Mountains by the western approach, and lies among some of the most charming scenery of Vermont, including a portion of the Green Mountain range.
LAKE MEMPHREMAOGOG.

This beautiful body of water, lying partly in Vermont and partly in Canada, has become a popular summer resort, both for the beauty of its scenery and the excellent sport of hunting and fishing, which attract so many to the locality. Newport is the chief point of access to the lake, and is reached in our journey, either by way of the Grand Trunk, via Sherbrooke, or by the Southeastern Railway. The hotel facilities at Newport are excellent, and from this point excursions may be made by steamer over the waters of the lake to the many points of interest along its shores and among its islands. The lake is long and narrow, and its shores are dotted with summer residences and cottages, as well as the permanent homes the of "dwellers by the shore." Among the former is the elegant summer home of the late Sir Hugh Allan, picturesquely located on the eastern shore.

The illustrations given herewith are selected from the many gems which adorn the scenery on every hand, and render delightful a visit to this locality. The mountain scenery in the vicinity of the lake is striking, several isolated peaks rising abruptly almost from the water's edge, while the islands and numerous coves present a charming picture as the steamer plies its tortuous course among them.

The views from the summits of the mountains are very fine, embracing a wide extent of territory.
The traveler who proceeds directly to the White Mountains without tarrying by the way, may go by either of the routes before mentioned, a general favorite being that by way of the Grand Trunk Railway to Gorham, thence by a delightful stage ride to the Glen House, where the tourist may remain for a season, or proceed by carriage road to the summit of Mount Washington.

The carriage road is a fine piece of highway construction, the ascent being accomplished by a winding course with easy grades, not exceeding one foot in eight on the average, and in no place steeper than one in six. The traveler will here note the changes in vegetation as the altitude increases, the heavy forests giving way to stunted shrubs, and these in turn to mosses and lichens, while at the summit the bare and desolate rock gives an idea of arctic climate, which indeed does prevail the larger part of the year.

The Summit House furnishes shelter and most excellent hotel accommodations for such as choose to tarry, whether for a longer or shorter period. The visitor who sees a sunrise from the lofty elevation will witness a spectacle never to be forgotten. In addition to the hotel buildings, there are several other structures at the summit, among them the government signal-service office, from which daily reports are telegraphed to Washington. The summer visitor might think this a delightful post of duty, but when the tide of travel ceases, and the thermometer indicates fifty degrees below zero, with the wind blowing 150 miles an hour, the "softness" departs, and it becomes almost a struggle for existence.

The hotel is also the station for the railway up the northwest side of the mountain, which the visitor will wish to ascend or descend. This railway has been in successful operation for many years, without accident to life or limb. Each train consists of a single car, with its engine, which is always below the car, whether ascending or descending. The track has an additional middle rail, which is "toothed" to receive the geared driving wheel of the engine, which is thus enabled
NEAR VIEW OF THE PROFILE.
to "climb" the grade, where friction railroading would altogether be impossible. The seats are arranged for convenient observation, and the view from the train, either going up or down, is grandly impressive.

From the base of the mountain, an ordinary railway brings us to Fabyans, from which excursions may be made to Twin Mountain, Bethlehem or Franconia Notch, the latter celebrated as the home of the

THE OLD MAN OF THE MOUNTAIN.

This gigantic profile is seen from a point of observation down the Notch from the Profile House, and is strikingly suggestive in its grimness of the enduring inflexibility of the granite hills of which it forms a part.

In this vicinity are also Eagle Cliff, Echo Lake, Mount Lafayette, and the Flume, in which was formerly suspended the great bowlder, since fallen in a great spring flood.

The ascent of Mount Lafayette, which is the highest peak of the Franconia range, may be made on foot, but preferably on horseback, a bridle path extending from near the Profile House to the summit. The view from the crest of the mountain is very fine, second only to that from Mount Washington.

Of the other attractions, Echo Lake claims a large share of attention. The little valley in which it is situated has remarkable acoustic properties, and as the visitor sails over the surface of the lake, his voice, or the blast of a trumpet, is returned in oft-repeated echoes, growing fainter with each repetition, and finally dying among the more distant cliffs, and with an effect surprisingly beautiful.

THE CRAWFORD NOTCH

This famous mountain pass is reached by a five mile ride from Fabyans, either by stage or rail, as may be preferred, and the trip through it may be made by rail, in the open or observation cars, which are in use during the season of summer travel.

Near the "gateway" of the Notch stands the Crawford House, one of the oldest and best known of the mountain hotels, situated on a level plateau, about two thousand feet above the sea level. Near the house is a little lake from which rises the Saco River, at first a tiny stream, but as it goes on down the Notch, receiving accessions from brooks and cascades, it becomes an engine of energy, turning the busy spindles and rendering good service to mankind, until it loses itself in the Atlantic.

The scenery of the Notch is grand and impressive. The frowning walls tower up on either hand, in some places to the height of two thousand feet. The railroad is built in some places on the side of the
mountain, in others on trestle work, far above the valley below, the most lofty and extended being the Frankenstein trestle, shown in our illustration. Here and there a dashing waterfall or lovely cascade greets the visitor, as the train winds its way along the mountain side.

As the pass gradually widens, we soon reach the base of Willey Mountain, where stands the celebrated Willey House, the scene of the disaster of Aug. 28, 1826, known as the Willey Slide. The mountain here towers above the house about two thousand feet, and the sides are very precipitous. A terrible storm raged on that fatal night, and the mountain streams overleaped their bounds. The soil and rocks on the steep mountain side became loosened, and an avalanche followed, crashing down with a fearful roar. The inmates of the house, comprising the Willey family, and two hired men, nine in all, fled from the house, and were overwhelmed and perished. Had they remained in the house they would have been unharmed, as a huge rock in the rear divided the slide, which left the house untouched, and passed by on either side. The scarred path of the avalanche is pointed out from the train.

Opposite Mount Willey is Mount Webster, on the side of which is the lovely Silver Cascade, and the Flume; and near its summit is a cave, called the Devil's Den.

At Glen Station the tourist may make connection by stage line for the Glen House, thus resuming his journey to Portland by way of Gorham, or may continue through the Notch to Conway and thence to Portland, or may retrace his steps, and re-traverse the ground, as inclination may dictate. The trip from Glen Station by stage is a most delightful one, passing through Pinkham Notch, in view of Goodrich, Jackson and Glen Ellis Falls, the latter a strikingly beautiful cascade.

From the Glen House, already mentioned, a series of delightful excursions may be made. Tuckerman's Ravine, an immense seam in the side of Mount Washington, is a locality of much interest. The deep snows of winter often linger until late in summer, forming
beautiful arches of snow and ice, through which flow the mountain streams. Crystal Cascade is on a rivulet fed from this ravine. Emerald Pool, Thompson’s Falls, Garnet Pools, and many other interesting objects, will tempt the visitor to a prolonged tarry in this delightful locality.

Resuming our journey at Gorham, we are again *en route* to Portland,

**THE METROPOLIS OF MAINE.**

With one of the finest harbors in America, and commercial and manufacturing interests in great variety, the city occupies a prominent position from a business view, as well as a beautiful situation from a scenic point of observation. It occupies a narrow peninsula, about three miles in length, projecting from the west shore of Casco Bay, with elevations at each end. The city is finely laid out, and its public buildings are attractive, while many elegant private residences add to the adornment of its streets, many of which are lined with stately elms and shade trees.
The new Custom House, erected at a cost of nearly half a million dollars, is an elegant granite building with elaborate marble interior ornamentation. The Post Office is a fine structure of white Vermont marble, in the mediaeval Italian style, with a handsome portico supported by Corinthian columns. The City Hall is one of the largest and most elegant public buildings in the country, and from the dome a most delightful and expansive view can be had. Fort Gorges, at the head of the harbor, commands the entire channel, while the principal entrance is defended on one side by Fort Preble on the mainland, and on the other by Fort Scammel on House Island.

Portland is the birthplace of Henry W. Longfellow, N. P. Willis, and Fanny Fern. Longfellow's old home can still be seen on Hancock street, corner of Fore.

The climate is such as to render the city itself a most excellent summer resort, while the many popular beaches, lakes, and springs within easy access, render it a desirable place for a holiday sojourn.

**POLAND SPRING.**

Twenty-five miles from Portland, in a northerly direction, this health and pleasure resort has already acquired a national reputation, both for the curative properties of the spring water, and the attractions offered to guests in the way of scenery, charming drives, and excellent hotel accommodations. From the piazza of the Poland Spring House, the White Mountains, Kearsarge, and several beautiful lakes, are visible, the latter affording plentiful opportunities for boating and fishing. The popularity of this resort is evinced by the fact that its regular visitors include Hon. James G. Blaine, U. S. Senator Frye, and a long list of eminent statesmen, who, with their families, have been more or less frequent guests at the place.

This resort may be reached from Portland by the Grand Trunk Railroad, via Lewiston Junction, where stages will be found in readiness to meet all trains, the Spring being only four miles distant from the station. Tourists from the west may visit the locality *en route*, by stopping off at Lewiston Junction, either in going or returning, as may best suit their inclination.

**SEA BEACHES.**

Extending all along the coast, from Portland to Boston, a large number of beaches afford opportunities for the recreations peculiar to seaside resorts. The Boston & Maine Railroad, between Portland and Boston, affords access to many of these, and many pleasing side trips may be made by one or the other division of this popular line. The opportunities thus afforded for surf bathing, boating, fishing, and kindred
amusements, render these localities especially attractive to summer visitors, either for transient or prolonged sojourns.

One of the most noted of these beaches is Old Orchard, widely known as a national temperance and religious camp-ground. Combined with the advantages of a smooth, sandy seashore, this beach has also the added attractions of groves and woodland parks, stretching away from the shore, affording shady retreats, picnic resorts and cool promenades. Several excellent hotels furnish entertainment for the tourist.

MOUNT DESERT AND BAR HARBOR.

The coast of Maine abounds in summer resorts, of greater or less celebrity. The most noted of these is Mount Desert Island, which has, within a few years, sprung into a popularity rivaling that of Long Branch or Newport, and with each succeeding summer, the throng of visitors increases, and hotels, cottages and boarding houses are multiplying with amazing rapidity.

The island is one hundred and ten miles from Portland, and is reached by the steamers of the Portland, Bangor & Machias Line, or by rail, if the tourist prefers. The trip by water is along the coast, past thriving villages and among picturesque scenery, and is a very pleasant means of transit. The name was given the island on account of the numerous mountain peaks with which its surface is covered. The highest, Mt. Green, being over fifteen hundred feet above the sea level. Nestling among these mountains are several beautiful lakes and ponds, the largest of which, Great Pond, is over four miles long. The streams that flow from these lakes abound in trout, thus affording a pleasing pastime for the disciples of Walton.

Somes' Sound nearly bisects the island, and its shores are indented by picturesque bays and inlets. These striking features of scenery and other attractions combine to give great popularity to this resort.

The Green Mountain Railway, constructed on the plan of its prototype at Mount Washington, with a fine hotel at the summit, are among the attractions which enhance the interest of a visit to this resort. The ascent is made by carriage to Eagle Lake, which is 275 feet above the sea level, thence by a charming steamer ride across the lake to the railroad station, where the train is taken for the mountain climb, which averages a grade of one foot in four. The view from the summit is surpassingly fine, embracing mountain, lake and ocean views, combined in a picture of large extent and charming variety.

The village of Bar Harbor, which a few years ago was but a little hamlet with a single store, has become a flourishing town, with a system of water works, supplied by Eagle Lake, abundant marts of trade,
electric lights, a good newspaper, and other conveniences of city life. The regular trips of the boats, together with its ferry and railway connections with the principal cities, give it decided advantages.

SORRENTO.

Opposite Bar Harbor, a picturesque peninsula juts out from the mainland, and forms the northern middle boundary of Frenchman’s Bay. With many natural advantages, similar in character to those of Mount Desert, it may fairly be considered an annex or “overflow” of the latter resort. Enjoying similar advantages of situation, climate, surroundings and accessibility, it seems only a question of time as to when it shall equal it in popularity, and become practically a part of it. One advantage in its favor at present, is the fact that building lots are much less expensive, the choice locations left at Bar Harbor command—almost fabulous prices.

RANGELEY LAKES.

Near the western boundary of Maine and extending partly into New Hampshire, is a chain of lakes bearing the above title, and sometime called Richardson Lakes. They are six in number, connected by streams, thus forming a continuous water communication, about fifty miles in extent. The surrounding country is wild and romantic, and those who wish to spend a season in “roughing it” will here find opportunity. Game and fish are abundant and in great variety. The scenery is magnificent, and a sojourn among the lakes and mountains of this locality will prove interesting and health-giving.

The route to these lakes is via the Grand Trunk Railway to Bethel, Bryant’s Pond or North Stratford, from all of which stations regular stage lines run to the lake region. From Bethel the stage route is to Upton, Lake Umbagog, and lies among some very fine scenery. From Bryant’s Pond the ride by stage is to Andover, and is equally romantic and enjoyable. The route via North Stratford gives a stage ride through the famous Dixville Notch, a gorge or canyon rivaling those of the Pacific slope.

CONCLUSION.

Many other resorts, scarcely less interesting than those we have mentioned, may be visited by the tourist, but our limits forbid farther description. Enough has been said to indicate that no more attractive pleasure trip can be found on the continent than the great international route

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