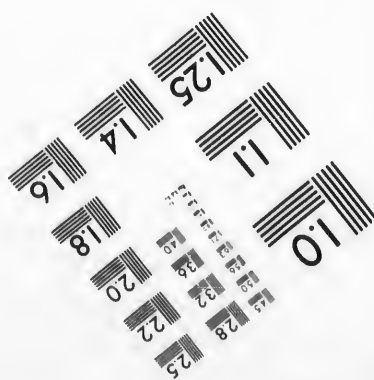
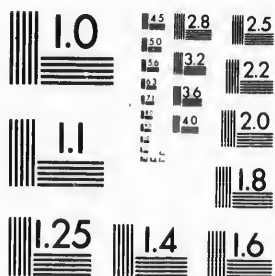


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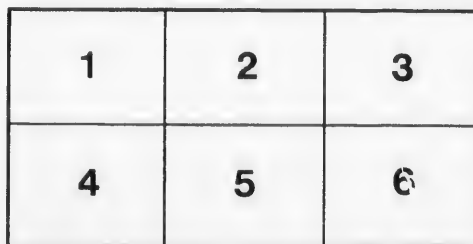
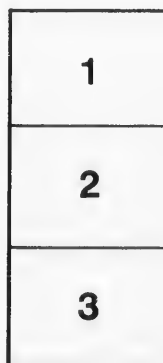
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GRAND TRUNK RAILWAY

☪ CANADA



The GREAT International Route between the
EAST & WEST

A. H. Dixon & Son, Toronto, Publishers.

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GRAND TRUNK RAILWAY OF CANADA.

THE country traversed by and tributary to the Grand Trunk Railway possesses never-ending attractions for both tourist and emigrant. A few years ago Canada was thought of by the average European as being for the most part locked in ice—a land where the settler, in intervals of work, had to dispute his supremacy with the Indian and the bear. The premier colony is now, however, generally known to be endowed with a magnificent climate, to be well watered, to have an extremely productive soil, covered with miles of forests, and to be bright with smiling homesteads. Her cities and towns have been accurately described as teeming with a prosperous, energetic and intelligent race, whilst for the sportsman, the lakes, rivers, forests and shrub offer inexhaustible material for rod and gun. All this, moreover—thanks to the rapidity and safety with which the Atlantic is daily crossed—is just as accessible today as Paris was to the Londoner of fifty years ago. Indeed, the voyage from Liverpool to Quebec is looked upon as one of the most interesting portions of a trip to Canada.

The stammer visitor is lauded at "Quaint Quebec," or, rather, Point Levis, the terminus of the Grand Trunk Railway, itself nestling at the foot of a hill and gazing up at the grim citadel from across the St. Lawrence. The ancient Capital of Canada spreads itself over Cape Diamond (350 feet above the river), and is to all intents a seventeenth century French town, beautiful for her antiquity,



WOLFE'S COVE, QUEBEC.

Abraham, consecrated by the blood of Wolfe. No city of her size on the American continent is so rich in sacred relics and religious corporations; many of the former are well worthy a visit. In the Ursuline Convent are the remains of Wolfe's gallant antagonist, Montcalm, and the curious traveller is shown the little house where Montmorency was laid out, as well as the spot where Montgomery fell to a Canadian shot. Dufferin Terrace, occupying the site of a house built by Champlain, is the favorite promenade of this city of tortuous streets and *culs de sacs*. Eight miles away, a compact mass of water, fifty feet wide, is hurled two hundred and fifty feet without a break over a sheer rock; it is known as the Montmorency Falls. Other Falls are the Lorette and the Chaudiere. Near the former is an old Huron Indian village—most interesting.

and fascinating for her historical associations. Romantic and drowsy, Quebec seems to pride herself in offering a lurid contrast to the busy life of the river at her feet. It is the Upper Town which includes the fortress, and has earned for this stronghold the name "Key of the St. Lawrence." Quebec is also fortified on another side by Martello Towers, which cover the approach from the Plains of

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL.

To get to Montreal, from Quebec, the traveller crosses the Bridge of the Grand Trunk Railway—a tubular structure of proportions, which spans the St. Lawrence and communicates to western traffic with that of the United States. The bridge is nine thousand and eighty feet long, just outside Montreal, or Mount Royal. This is the "City of the Dominion," having been founded by Jacques Cartier, a point where it brings ocean steamers to Montreal. It handles an immense traffic annually to the sea, the St. Lawrence is one and a-half miles wide. In the distance is Mount Royal, and the city occupies a slope between the two. Portions of Montreal are, like Quebec, intensely French.

Some of the older crooked streets are still lined by primitive houses, such as are seen in Normandy. If she is not religious, it is no fault of the churches; few cities have more places of worship in proportion to the population. Many of these are worth of attention, notably Notre Dame, which is claimed to be the largest in America and will hold ten thousand people. A ferry-boat takes the visitor to St. Helen's Island, the "Coney Island of Montreal," situated in the river and commanding a noble view of the city. Another magnificent prospect may be obtained from the battlements of the city, including in its sweep even the distant Victoria Square, a handsome city "lung," is so named for its Majesty, which adorns it. The public and private buildings are numerous and substantial.



OTTAWA.

The Capital was originally known as Bytown, on the Ottawa River, owing its dignity as the governing city to the jealousy which existed between Montreal and

GRAND TRUNK RAILWAY OF CANADA

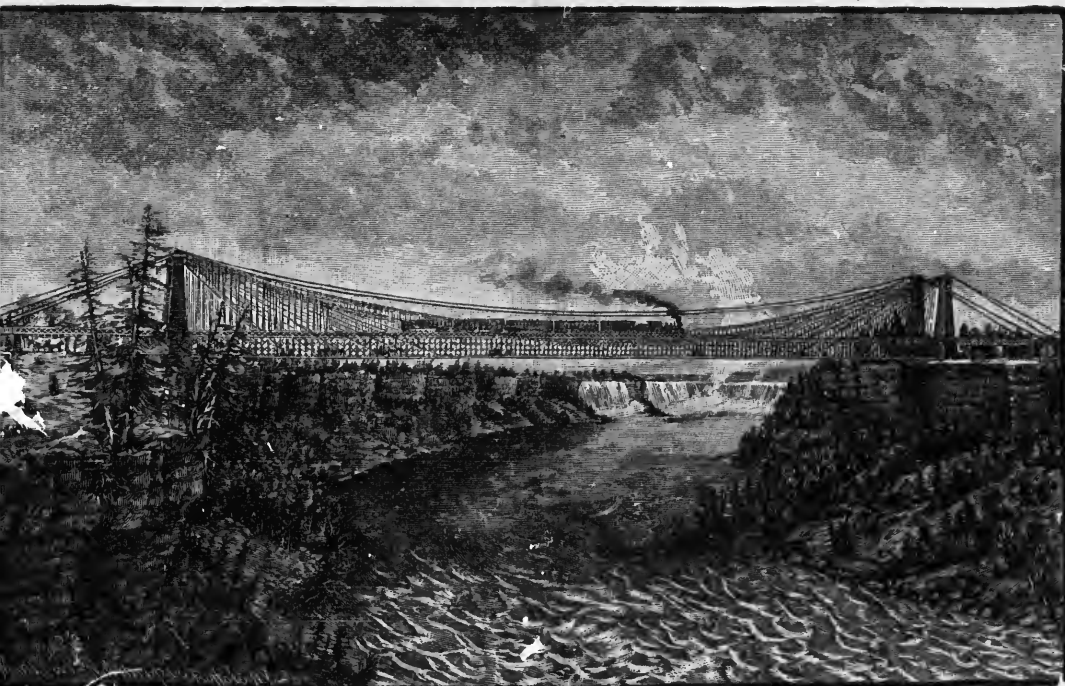
MONTREAL.

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Trunk Railway—a tubular structure of magnificent
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traffic with that of the United States. Including the
is nine thousand and eighty-four feet in length. It is
r Mount Royal. This is the Commercial Capital of
been founded by Jacques Cartier in 1535. At the
ocean steamers to Montreal, and carries down an
lly to the sea, the St. Lawrence is about a mile

GRAND TRUNK RAILWAY OF CANADA

sat alternately in the two cities—much in the same way as Washington was
selected as the Capital of the United States. Government Buildings occupy
a bluff named Barrack Hill, in the centre of very handsome grounds. They
form three sides of a square; the Senate and the House of Commons are of
the same size as the English Lords and Commons; the whole structures
being grand in proportion and elaborate in finish. Rideau Hall, the
Governor-General's residence, owes such attractions as if possessors rather
to its surroundings than to its architectural beauties. Connecting the
River Ottawa with the St. Lawrence is the Rideau Canal, occupying the base
of a ravine one hundred and fifty feet below the roadway. Chaudiere Falls,

great and small, should not be overlooked by the pleasure-seeker; they are
considered to rank
only second in
beauty to Niagara,
and are an easy
walk or drive from
Ottawa. If oppor-
tunity serves, a de-
scent down one of
the many "timber
slides" would also
prove a curious
experience, and
might be coupled
with a visit to one
of the numerous
lumber mills,
where huge trees
are fished out of
the river, trimmed
and cut into boards
with inconceivable
rapidity. Visitors
to Ottawa are
shown the scene
of Hon. D'Arcy
McGee's assassina-
tion near the legis-
lative buildings.
The Post Office
building is one of
the finest devoted
to this purpose to
be found on the
American Conti-
nent.



SUSPENSION BRIDGE NIAGARA FALLS.

can be obtained from the battlements of Notre Dame,
in its sweep even the distant blue hills of Vermont.
Some city "lung," is so named after a statue of Her-
cules. The public and private buildings are handsome

OTTAWA.

originally known as Bytown. It is charmingly situated
regarding its dignity as the governmental headquarters to
be held between Montreal and Toronto when Parliament

THE WHITE MOUNTAINS.

This range is situated in New Hampshire, and is a popular summer re-
sort of both Canadians and Americans. The scenery is Alpine, and amongst
the two hundred peaks, covering an area of two thousand seven hundred
miles, and presided over by Mount Washington, may be found any tempera-
ture, as well as natural beauties and sporting attractions unrivalled on the
continent. A railway—in itself a marvel of constructive skill—winds round
Mount Washington, from the summit of which a six hundred mile horizon
is commanded. The Grand Trunk line from Montreal to Portland (termi-
nus of the line on the Atlantic coast) passes through the heart of this won-

GRAND TRUNK RY. OF CANADA.

derful region, so bringing it within easy reach of travellers landing either in Canada or in the United States.

THE THOUSAND ISLANDS.

A remarkable archipelago, dotting the St. Lawrence in a most romantic manner, and extending from Kingston (a noted military depot) some forty miles down to Brockville. These islets, varying in size from a yard rock to a domain of several acres, are a very paradise for artists, wild fowl shooters and anglers. Nor are they lacking in interest to the historical student. Much the best way to visit this locality is to sail down from Kingston to Montreal, which course would also enable the traveller to shoot

LACHINE RAPIDS,

Under the guidance of Indian Pilot Baptiste. This boiling mass of waters, pitching down an inclined plane at twenty miles an hour, may also be visited from Montreal by taking train of the Grand Trunk Company up to Lachine before breakfast, and so catching the down-stream boat. Though full of pleasant excitement, the trip is practically attended with no danger.

TORONTO.

Unlike Montreal and Quebec, Toronto, the Capital of English Canada, the "Queen City" of Ontario, owes little to nature. She lies on the main line of the Grand Trunk Railway. The glory of her stately streets and countless spires belongs to herself. She has a more southerly latitude than rival Canadian cities, as well as many other local advantages. Toronto is an excellent centre from which to make excursions to Hamilton, London, Niagara, Detroit, Chicago and the West. The extent and solidity of this city strikes those who visit it for the first time with amazement. There is, moreover, a thoroughly English atmosphere pervading the place, which is not without its charm to old country folk. Half-a-dozen Railway Companies pour trading humanity and the world's produce into the heart of the city, the Grand Trunk ranking at their head. To the numerous wharves (Toronto is on the shore of Lake Ontario) come ships from all parts. A natural breakwater, known as Hanlan's Island, protects her bay from lake storms, and in the summer the enclosed space is animate with all kinds of craft, from the graceful yacht to the frail Indian canoe—for Torontonians are a muscular people, enthusiastically pursuing all manner of out-door recreation.

NIAGARA FALLS

Are, as distances go in this vast country, but a hop, skip and a jump from Toronto, and from that city may be best approached *v'a* the Grand Trunk. No word need be said here about the wondrous beauties of this world-famed cataract. Descriptions by the bushel have been broadcast, though the ablest pens have testified to the impossibility of doing even faint justice to the impressions left by a contemplation of the scene. A characteristic remark was that made by an American beholder: "I never felt as if I was out of doors before!" Thanks to the enterprise of the New York State Legislature, who granted nearly one and a-half million dollars to purchase Goat Island, Prospect Park, and adjoining property, for the purpose of forming a grand free Park, the heavy tolls which were formerly exacted from the tourist before he could gain access to points of vantage on the American side, are now abolished. The Canadian Government, following the good example, are now about to construct a National Park. The Niagara River, at the foot of the Falls is spanned by the Grand Trunk Railway

GRAND TRUNK RY. OF CANADA.

SUSPENSION BRIDGE

A triumph of engineering skill, stretching gracefully across one of the wildest rivers in the world.

BUFFALO, DETROIT AND C

The traveller who contemplates a visit to these cities who desires to "prospect" both sides of "the line" b



DESCENDING MOUNT WASHINGTON

every accommodation on the Grand Trunk, fast express through. Discomfort and tedium are reduced to a Dining and Sleeping Cars being equipped with all the elegancies of modern travel. From the moment one steps on as an American would put it—Buffalo, which is connected, by the Grand Trunk International Bridge, a bridge seems to pervade, and it does not require a violent stretch of the imagination to think that one can feel he is in "the States." Tour

GRAND TRUNK RAILWAY OF CANADA

EXTENSION BRIDGE

By skill, stretching gracefully eight hundred feet
across the river in the world.

DETROIT AND CHICAGO.

Contemplates a visit to these cities, or the emigrant
from both sides of "the line" before settling, will find



BRIDGE CROSSING MOUNT WASHINGTON.

On the Grand Trunk, fast express trains daily running
between the States and Canada. The time and
inconvenience are reduced to a minimum, the Palace
cars being equipped with all the conveniences and
comforts of a first-class hotel. From the moment one enters—or "strikes"
the Grand Trunk at Buffalo, which is connected to Canada, as it
is by the International Bridge, a different atmosphere
is felt. The traveler does not require a violent stretch of imagination
to believe that he is in "the States." Tourists who are desirous

GRAND TRUNK RAILWAY OF CANADA

of extending their travels to the vast prairies of the Western States, measureless cotton-growing and cattle-grazing section of the South-West, and forests, mammoth trees and orange groves of the Pacific Coast, and intend to include—as they ought, if possible—a visit to that wonderland, the Yellowstone Park, can easily do so over the various great transcontinental railways directly connecting in Chicago, the Metropolis of the West, with the lines of the Grand Trunk System.

THE AGRICULTURAL RESOURCES

Of Canada are practically unlimited. She seems especially fitted to supply the United Kingdom with much of the farm produce that it is necessary for her to import. Her soil is the source of her greatest wealth and strength; her forest lands and her smiling farms make the chief attractions she offers for the agriculturist. In Ontario and Quebec the conditions are specially favourable, horses, beef, mutton, butter, cheese, and fruits being the leading exports. In Ontario there is a School of Agriculture connected with a Model Farm, at which practical and scientific agriculture is taught—an advantage which will be thoroughly appreciated by emigrating farmers with families. There are also model farms in the Province of Quebec.

Owing to the land system, the Canadian farmer is usually a more independent and a more contented man than his English brother. His land is his own absolutely, and he is the equal of almost all with whom he comes in contact. The work is not usually so heavy as in the old country, machinery being largely used.

In the fields, wheat, oats, barley, rye, Indian corn, potatoes, turnips, mangel wurtzel, peas, buckwheat, flax, etc., are generally grown, whilst the garden fruits and vegetables are similar to those of England, except that tomatoes, melons, grapes, etc., will ripen in the open air in Canada. The collection of cattle at the great stock-breeding farms of Canada is among the most valuable in the world, and is descended from the very best English breeds. Dairy farming has made rapid progress of late years in Canada, and much of what is known in England as the best "American" cheese was made in the Dominion. Market-gardening, poultry-raising, bee-keeping, etc., are each profitably carried on. Fruit-growing is a most important industry. There are vineyards in Ontario of fifty or sixty acres in extent; peach orchards of equal size; and apple orchards innumerable. Strawberries are raised as a field crop. Plumbs, pears, gooseberries, currants and raspberries are everywhere produced in the greatest abundance.

The forest products of Canada constitute one of her most important sources of wealth. The Canadian saw-mills are amongst the most extensive and best appointed. Many varieties of trees are found, principal amongst them being the maple (hard and soft), elm, hickory, iron-wood, pine, spruce, cedar, hemlock, walnut, oak, butternut, basswood, poplar, chestnut, rowan, willow, black and white birch, etc.

INDUSTRIES FOSTERED.

Although the prime demand is for men to develop her agricultural resources, Ontario also wants men to build her houses, to make furniture and household goods, and to open up communication from one part of the country to another by the construction of roads and railways. Ontario is also rapidly becoming a manufacturing Province. The leading industries are: Works for making all kinds of agricultural implements in iron and wood; wagons, carriages, railroad rolling stock (including locomotives), cotton factories, woollen factories, tanneries, furniture factories, flax works, ordinary iron and hardware works, paper factories, soap works, woodware, etc. The bountiful water supply in Ontario is used in these manufactures,

GRAND TRUNK RY. OF CANADA.

as is also steam, for motive power. There is a very great demand for female labor for domestic service, both in the towns and country; also for work in some of the factories; also a demand for dressmakers, milliners and seamstresses; all of whom obtain good wages in Ontario. An incentive to hearty work of all kinds is the moral certainty of rising in the social scale as a result of steady perseverance.

The St. Lawrence River, running as it does through the Province of

GRAND

do also lumbering, most important, and farmer, and in winter principal articles manufactured sawn timber, flax, iron goods, and all kinds of hundred new butter a



SHOOTING LACHINE RAPIDS.

Quebec, gives to her a position of commanding importance. Montreal is not only the commercial metropolis of the Dominion, she is the principal port of entry of British North America. As in other parts of Canada, the soil of Quebec Province is extremely rich, and adapted to the growth of very varied products; but manufactures, fishing in its great waters, and commerce occupy the labours of a considerable part of the population, as

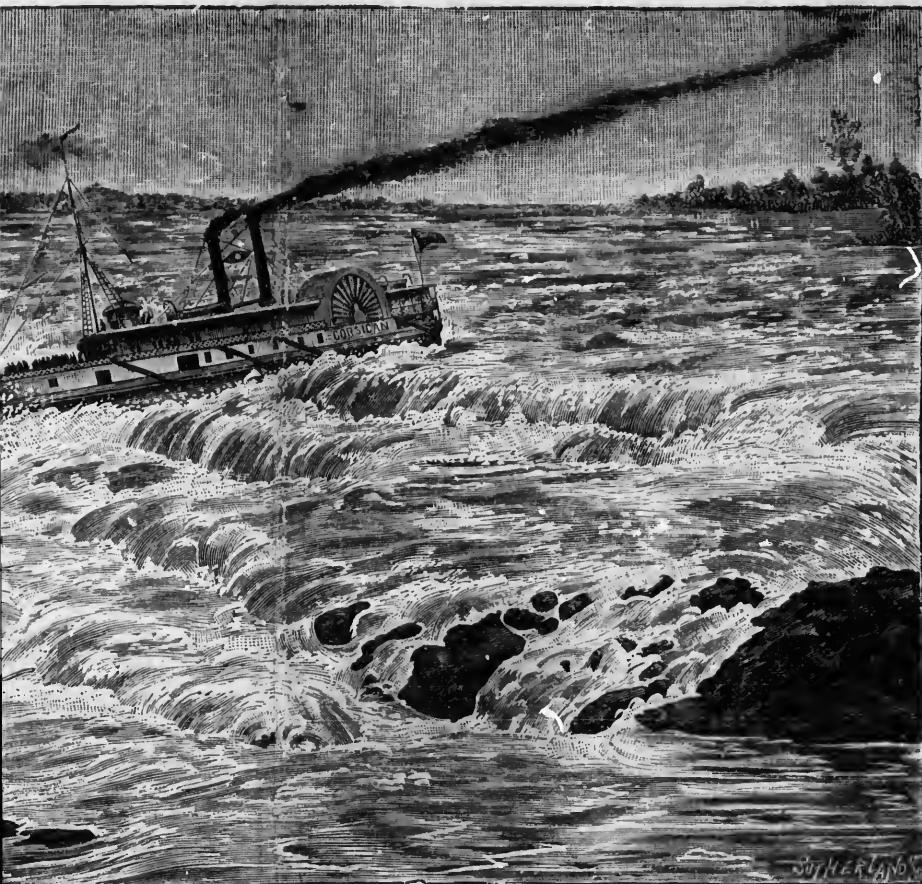
in 1892. Gold is found rich iron mines are found in abundance, found in the Ottawa V portions along its exte

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GRAND TRUNK of CANADA.

do also lumbering, mining and ship-building. The lumber industry is the most important, and affords nearly everywhere a ready market for the farmer, and in winter employment for himself and his horses. The principal articles manufactured in Quebec are cloth, linen, furniture, leather, sawn timber, flax, iron, hardware, chemicals, soap, boots, cotton and woolien goods, and all kinds of agricultural implements. No fewer than four hundred new butter and cheese factories were established in this Province



SHOOTING LACHINE RAPIDS.

tance. Montreal is
she is the principal
arts of Canada, the
d to the growth of
s great waters, and
f the population, as

in 1882. Gold is found in the district of Beauce and elsewhere. Some very rich iron mines are being worked. Lead, silver, platinum, zinc, etc., are found in abundance, and great deposits of phosphate of lime have been found in the Ottawa Valley. The fishing industry has attained large proportions along its extended coast lines.

GRAND TRUNK RAILWAY OF CANADA

EXTENT, POPULATION, ETC.

Of square miles, Canada has 3,470,257, which makes her nearly six hundred thousand square miles larger than the United States, without Alaska. The area of the Canadian lakes and great rivers is about 140,000 square miles, which, added to the previous figures, gives a grand total of 3,610,000 square miles. The area of the whole continent of Europe is only 3,900,000 square miles. Canada possesses the largest extent of land yet opened for settlement, adapted to the growth of grasses, cereals, and other productions of temperate climates. She has many thousands of square miles of the finest forests on the continent, and many thousands of square miles of the most fertile prairie land. Her rivers and lakes form one of the most remarkable features of the American continent, and furnish important facilities for communication, in addition to the Grand Trunk Railway, which permeates its most fruitful Provinces.

The latest census, 1881, showed a population of 4,324,810, a number which must be considerably augmented to-day. 641,703 of these lived in cities and towns having a population of over 5,000. Ontario with a population (in 1881) of 1,923,223, has an area of 200,000 square miles. Toronto, the principal city and seat of the Provincial Government, has, according to a recent municipal return, 102,276 of a population; Ottawa, the Dominion capital, had (in 1881), 28,000; Hamilton, 36,000; London, 19,000, and Kingston, 15,000. Quebec Province has a gross area (including the water stretches) of 210,000 square miles. Montreal numbers a population of upwards of 150,000. Quebec, the ancient Capital and seat of the Provincial Government, has some 63,000 inhabitants.

The climate of the Dominion presents every variety, from the Arctic to that of the most southern of the temperate zones. The winters have been much misrepresented; they are dry, bracing and pleasant. The summers are in the main, warm and bright, and are much more favorable for the horticulturist and agriculturist than those of England. Generally speaking, there is no healthier climate under the sun, endemic diseases being unknown.

EDUCATION.

In no country in the world is good education more generally diffused than in Canada. Means of educational improvement, from the highest to the lowest, everywhere abound. The poor and middle classes can send their children to free schools; the road to the colleges and higher education is open and easy to all. In Ontario, public schools are non-sectarian; Roman Catholics have separate schools. In Quebec the Council of Education is composed of seventeen Roman Catholics and eight Protestant members. Primary education is compulsory.

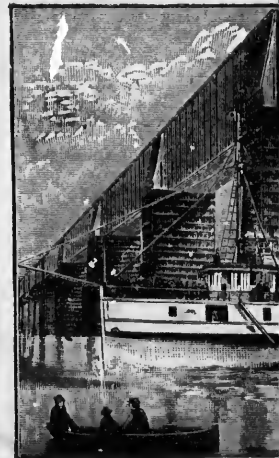
ROD AND GUN.

The ambitious sportsman will push on to the Rocky Mountains, where the grizzly may still be found, whilst British Columbia teems with many kinds of large game. Nearer home, buffalo hunting may be enjoyed in the North-West, which is now easily accessible, and at Winnipeg the hunter can provide himself with all necessaries for the chase. For less ambitious sportsmen there is a range in the older provinces from deer shooting to bagging squirrels, including an occasional bear, foxes, wolves, otter, mink, pine, marten, sable, hare, coons, etc. Muskoka, which is within easy reach of Montreal or Toronto, is a very paradise for those who are content with deer, trout etc. All game is common property, and the game laws restrict sport only in the "close" season. The feathered game includes woodcock, snipe, pigeon, partridge, quail, plover, prairie fowl, geese, brant and curlew. The Canadian fisheries, marine and inland, are probably unrivalled in the world. Passing by the famous cod fisheries, there is unsurpassed salmon and trout fishing. The Grand Trunk runs through the heart of the shooting and fishing section of the Dominion.

GRAND TRUNK RAILWAY OF CANADA

MANITOBA AND THE

The respected archaeologist, Dr. Daniel West as "the granary of the world." The prairie is simply marvelous; there is nothing to compare with the American continent. Add to this that the stock thrives amazingly, and it will be at once apparent that the offer to the settler every inducement. The climate is pure and healthy; and never fails to bring produce to market. In connection with the lines of steamers, the Grand Trunk are conveyed to the ports at the lowest rates, by the shortest routes. The area under cultivation increases year by year. In 1870 was a tiny hamlet: it is now a city with broad, regularly-laid streets, parks, a race-track, and other attractions. Undoubtedly the "Chicago of the future. Under the Dominion Homestead



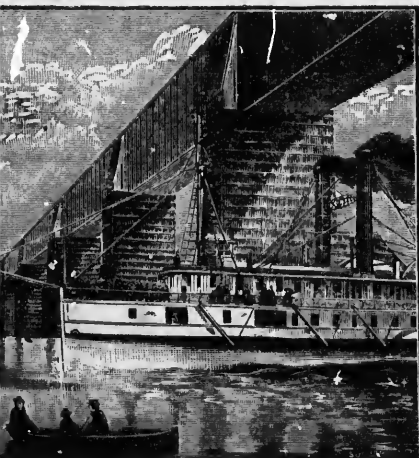
SECTION OF VICTORIA BRIDGE

entitled to one quarter section of 130 acres of three years' residence and cultivation, and the right to purchase the remainder by preemption any adjacent quarter section will issue to him on payment of \$1.00 per acre. After paying his homestead duties he may enter a quarter section, and obtain a patent for it at the expiration of three years, having planted eight acres of trees for food and shelter. The ordinary Dominion Lands are offered at one dollar per acre, payable in cash, scrip, or in North-West Territories belonging to Canada, and contain about 200,000,000 acres of unsettled land. Ploughing commences about the first of April, harvest in August. The spring is clear and bright, with cool nights, the winter uniform dry and

GRAND TRUNK RAILWAY of CANADA.

COBA AND THE NORTH-WEST.

archaeologist, Dr. Daniel Wilson, aptly described the North-western part of the world. "The productiveness of its lands is somewhere there is nothing to compare with it in any portion of the continent. Add to this that the soil is easily cultivated, and that amazingly, and it will be at once seen that these territories are every inducement. They are, besides, easily accessible. Pure and healthy; and several railway systems are available to market. In connection with all the great ocean-going steamships, the Grand Trunk are conveying emigrants from European ports at rates, by the shortest route, to Winnipeg and all points. Cultivation increases year by year. Winnipeg, the rising city, as a tiny hamlet: it is now a city of 40,000 inhabitants, with wide laid streets, parks, a race-course, a rifle-range and other amusements. Doubtless the "Chicago of the North-West" has a great future. Under the Dominion Homestead Law, every actual settler is



CONSTRUCTION OF VICTORIA BRIDGE, MONTREAL.

quarter section of 130 acres, for which a patent is given on the settler's residence and cultivation. He may at the same time obtain any adjacent quarter section, the patent for which is given on payment of \$1.00 per acre, and when he has completed the duties he may enter a quarter section for forest tree cultivation. A patent for it at the expiration of six years, on proof of eight acres of trees for four years subsequent to year of purchase. Dominion Lands are open for sale at the rate of one acre for \$1.00, payable in cash, scrip, or military bounty warrants. The Dominion Lands belonging to Canada cover about 2,500,000 square miles. There are about 200,000,000 acres of fertile lands now awaiting settlement. The springing commences about the end of March, seeding in April. The spring is clear and bright, the summer warm and the winter uniform dry and bracing. Streams, ponds, and

GRAND TRUNK RAILWAY of CANADA.

lakes abound, and good water is to be had by digging anywhere. The rivers are lined with forests and groves, and trees dot the prairie everywhere, so that wood is always within reach of the farm. The wild prairie grass is abundant and is very fattening for stock. Berries thrive. The cost of living is very little higher than in Ontario; agricultural implements are sold at reasonable prices; a fair crop of wheat, oats, or potatoes can be had from land newly broken.

THE ADVANTAGES

Offered to tourists and immigrants by the Grand Trunk Railway of Canada and its connections are numerous and indisputable. No transfers and few changes are necessary, no matter what part of the continent the traveller may be destined for. A passenger may have his baggage checked upon landing at Quebec or New York, and rely upon its arriving as addressed safely and on time without trouble or cost.

The trans-Atlantic ocean steamers connecting with this railway are fitted up with all the modern improvements that practical experience can suggest, and have superb accommodation for cabin, intermediate, or steerage passengers. Every precaution is taken for their health and safety, and to ensure a quick and comfortable passage. An experienced surgeon is attached to each steamer. The lines running to Quebec (in Summer), Portland, Halifax and Boston (in Winter), have the shortest and best routes across the Atlantic, whilst passengers landing at New York travel through a charming country by way of Niagara to Canada. At the Canadian ports, passengers and baggage are landed on the wharves from which Grand Trunk Trains start.

Special arrangements for the convenience of immigrants are provided at Quebec, Sherbrooke, Montreal, Ottawa, Kingston, Toronto, Hamilton, London, and Winnipeg. At each of these places an emigration agent is stationed; from him every information may be obtained. Refreshment rooms are also provided at suitable places. Good roomy cars, on express trains, with cushioned seats, smokers, etc., are provided for second-class passengers and emigrants from seaboard to destination, and the whole cost of travelling is less by this Company's system than by any other.

New and elegant dining cars, built with all recent improvements, expressly for this line are run east and west between Niagara Falls, Detroit and Port Huron, for the accommodation of tourist and through passengers, who will also find the Pullman and Wagner sleeping and drawing-room coaches unsurpassed by anything on wheels.

The Grand Trunk Railway makes connections at Niagara Falls with the new and splendidly equipped trunk line, the New-York, West Shore & Buffalo Railway, and the picturesque New York, Lake Erie & Western, landing passengers via the latter in Jersey City, and in New-York at depots on Chambers Street (down town) and foot of Twenty-third Street (up town). It also connects at the Falls with the great four-track New-York Central Railway.

Every information will be given at the office of the Grand Trunk Railway, DASHWOOD HOUSE, 9 New Broad Street, London, E.C., and at the offices of the Canadian steamship lines in Great Britain and throughout Europe.



GRAND TRUNK RY. OF CANADA.

THE OCEAN STEAMSHIPS

Connecting with this Railway are fitted up with all the
MODERN IMPROVEMENTS

That practical experience can suggest, and have

Superb :- Accommodation

For *CABIN, INTERMEDIATE,*

Or STEERAGE PASSENGERS.

Every precaution is taken for their health and safety in the arrangement, ventilation, quality and supply of food—in short, everything is done to make the sojourn on board agreeable.

**AN EXPERIENCED SURGEON IS ATTACHED
TO EACH STEAMER.**

BAGGAGE

First-Cabin Passengers are allowed twenty-five cubic feet; Intermediate Passengers, fifteen cubic feet, and Steerage Passengers, ten cubic feet, FREE. All excess will be charged at the rate of One Shilling and Sixpence, Stg., per foot for Ocean Freight, and the customary rate per Rail.

INTERMEDIATE & STEERAGE PASSENGERS

7054 4 — MAY RELY ON A —
Safe, Quick & Comfortable
PASSAGE.

GRAND TRUNK RY. OF CANADA.

Great Western

VIA NIAGARA

REASONS

— THE —

GRAND TRUNK

AND CONNECTIONS

— IS THE —

FAVOURITE THROUGH

☞ The track is laid entirely with Steel rails, and is one of the best in the world.

☞ It is the only line that runs entire Pullman and Wagner Palace Sleeping Cars, and new and elegantly-upholstered Coaches via Niagara Falls.

☞ It is the only line that runs Pullman Coaches between Chicago, New York and Boston via Niagara Falls.

☞ It is the original Dining Car Line and first-class meals are furnished in these cars to all passengers at popular prices.

☞ It makes connections at Niagara Falls with the splendidly equipped trunk line, the New York and Buffalo Railway, and the picturesque Great Western, landing passengers via the latter to New York at depots on Chambers Street and Twenty-third Street (up town.) It also connects with the great four-track New York Central.

☞ It is the only line, without changing cars, that carries baggage, between Chicago, Niagara Falls and all the principal Canadian cities, and is the shortest Lines to all American cities.

**PLEASE KEEP THESE FACTS IN
MIND WHEN CHASING TICKETS, AND BE
SURE TO READ VIA THE**

GRAND TRUNK



Western Division

NIAGARA FALLS.

REASONS WHY

— THE —

GRAND TRUNK RAILWAY

CONNECTIONS

— IS THE —

BEST THROUGH LINE.

is laid entirely with Steel Rail; the Road-Bed one world.

ly line that runs entire trains, made up of magnificent Wagner Palace Sleeping and Drawing-room and elegantly-upholstered Smoking and Day cars to Niagara Falls.

ly line that runs Pullman Sleeping Cars between New York and Boston via Niagara Falls.

iginal Dining Car Line via Niagara Falls. First-class service furnished in these cars to all passengers who desire the best prices.

connections at Niagara Falls with the new and improved trunk line, the New York, West Shore & Vermont, and the picturesque New York, Lake Erie & Western, and passengers via the latter in Jersey City, and in New York on Chambers Street (down town) and foot of Broadway (up town.) It also connects at Niagara Falls with the New York Central Railway.

only line, without change of cars and transfer of passengers, between Chicago, Niagara Falls and New York, reaching the principal Canadian cities, and is the shortest of Northern American cities.

KEEP THESE FACTS IN MIND WHEN PURCHASING TICKETS, AND BE SURE THEY READ VIA THE

GRAND TRUNK RAILWAY



OFFERS TO OUR PATRONS

Speed, Safety,

Sure Connections.

COURTEOUS EMPLOYEES! CLEAN CARS!
STEEL RAILS AND IRON BRIDGES.

ROAD-BED FREE FROM DUST
LOVELY SCENERY.

Emigrant . ———

———. Passengers

By this Line have the advantage of

FIRST-CLASS EXPRESS TRAINS

— FROM THE —

SEABOARD TO DESTINATION

THE FIRST-CLASS PASSENGER

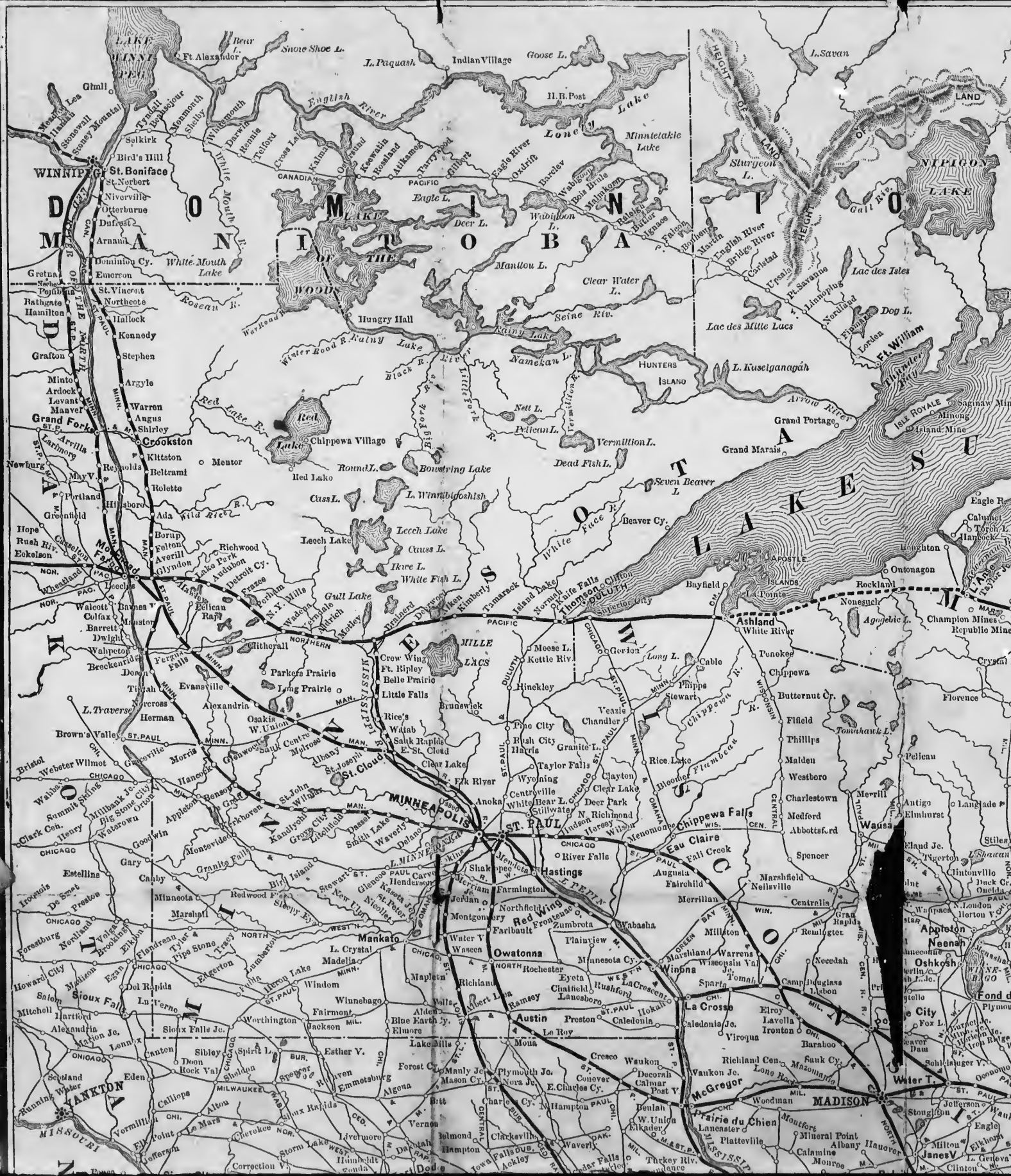
CAN ENJOY LUXURIOUS

Palace Sleeping,

Day Parlor Cars

On the Through Lines of this Railway, and the Second-Class and Emigrant are Provided with

Good Cars with Cushioned Seats.



MINNESOTA

WISCONSIN

IOWA

ST. LOUIS

CHICAGO

MINNEAPOLIS

ST. PAUL

ST. CLOUD

MANKATO

WATERLOO

OSHTOSH

MADISON

WATERLOO

OSHTOSH

MADISON

WATERLOO

OSHTOSH

MADISON

WATERLOO

OSHTOSH

MADISON

WATERLOO

OSHTOSH

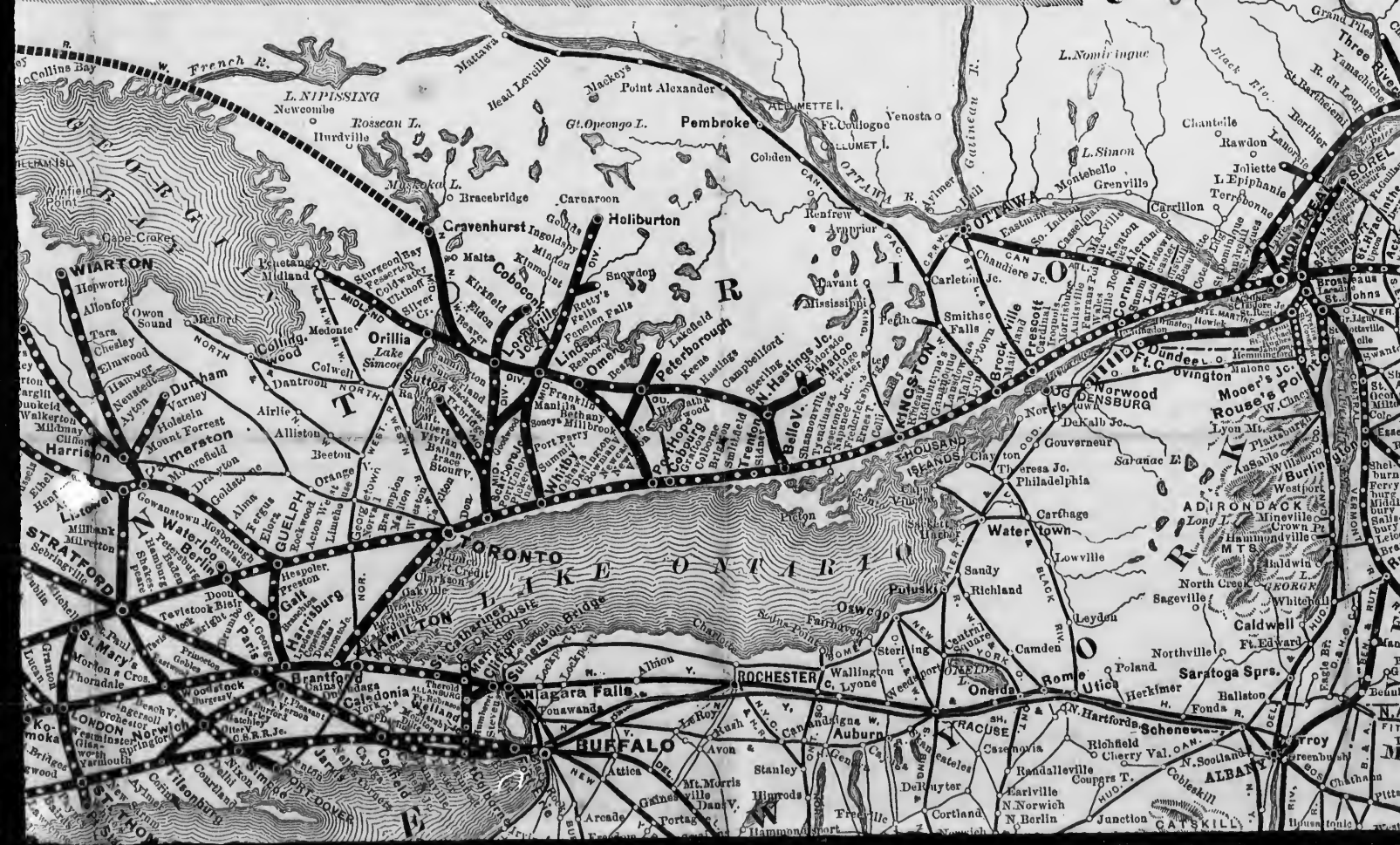
MADISON

WATERLOO

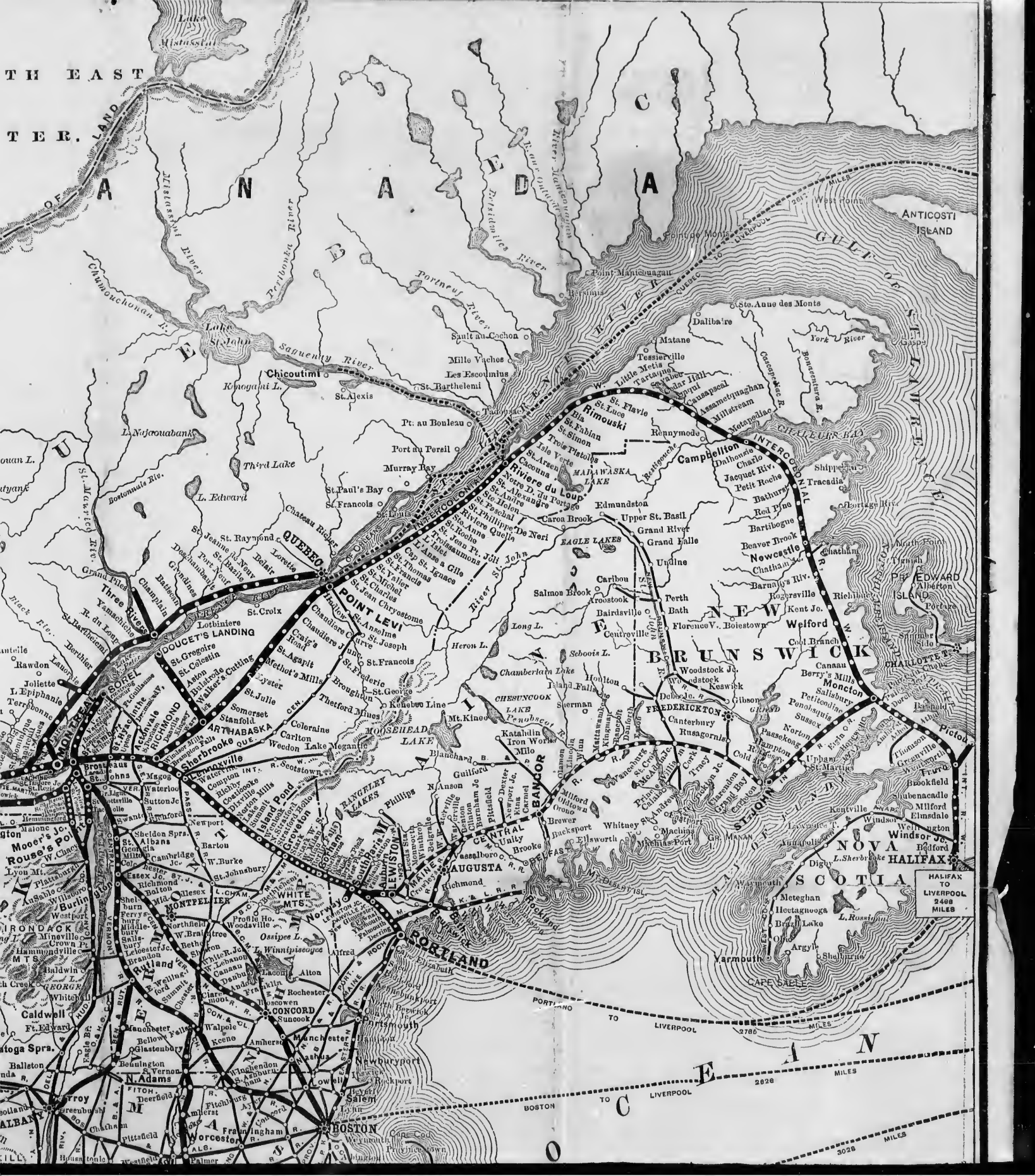
OSHTOSH

MADISON





THE EAST
TERRITORY



ANTICOSTI ISLAND

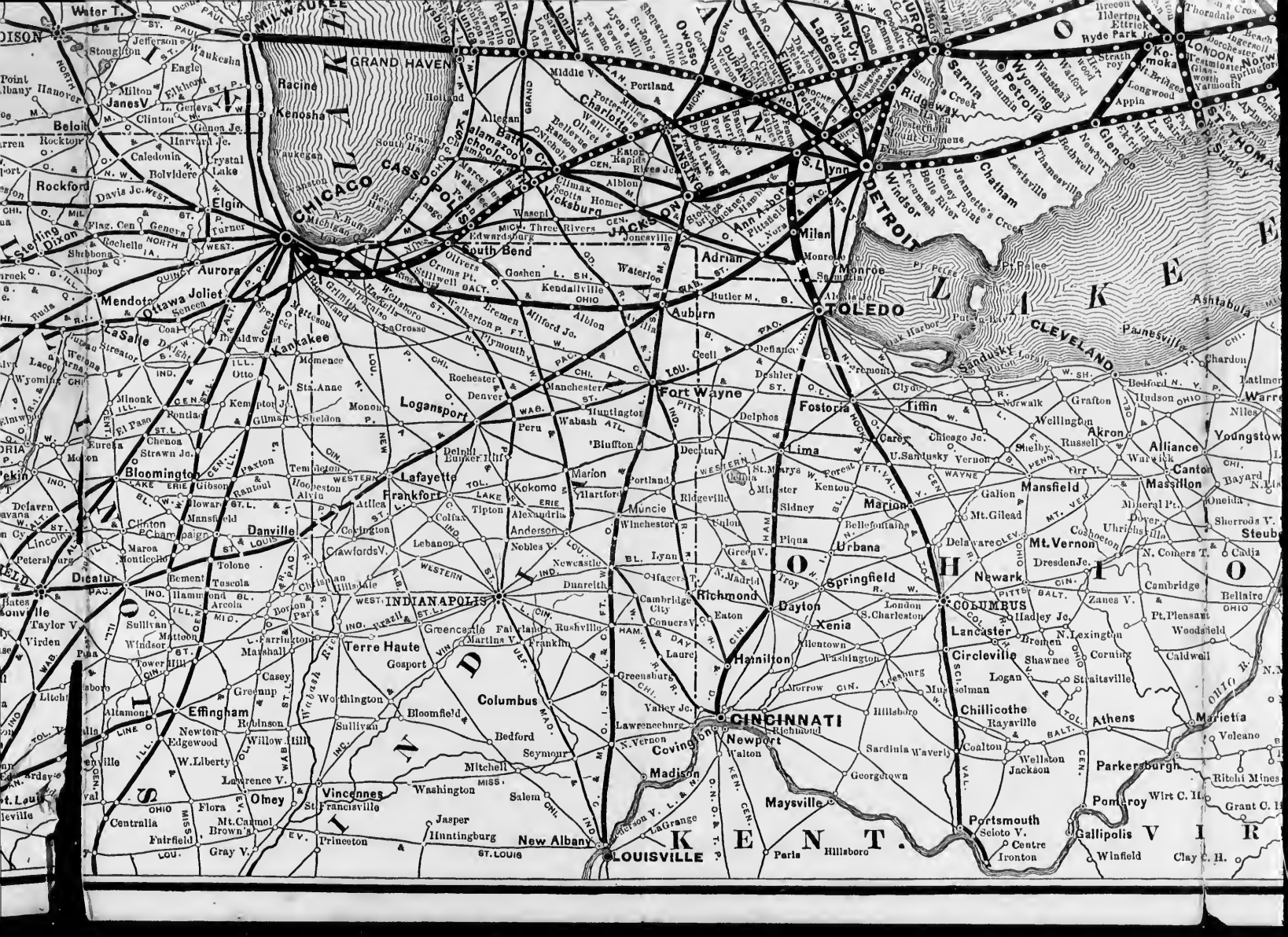
NEW BRUNSWICK

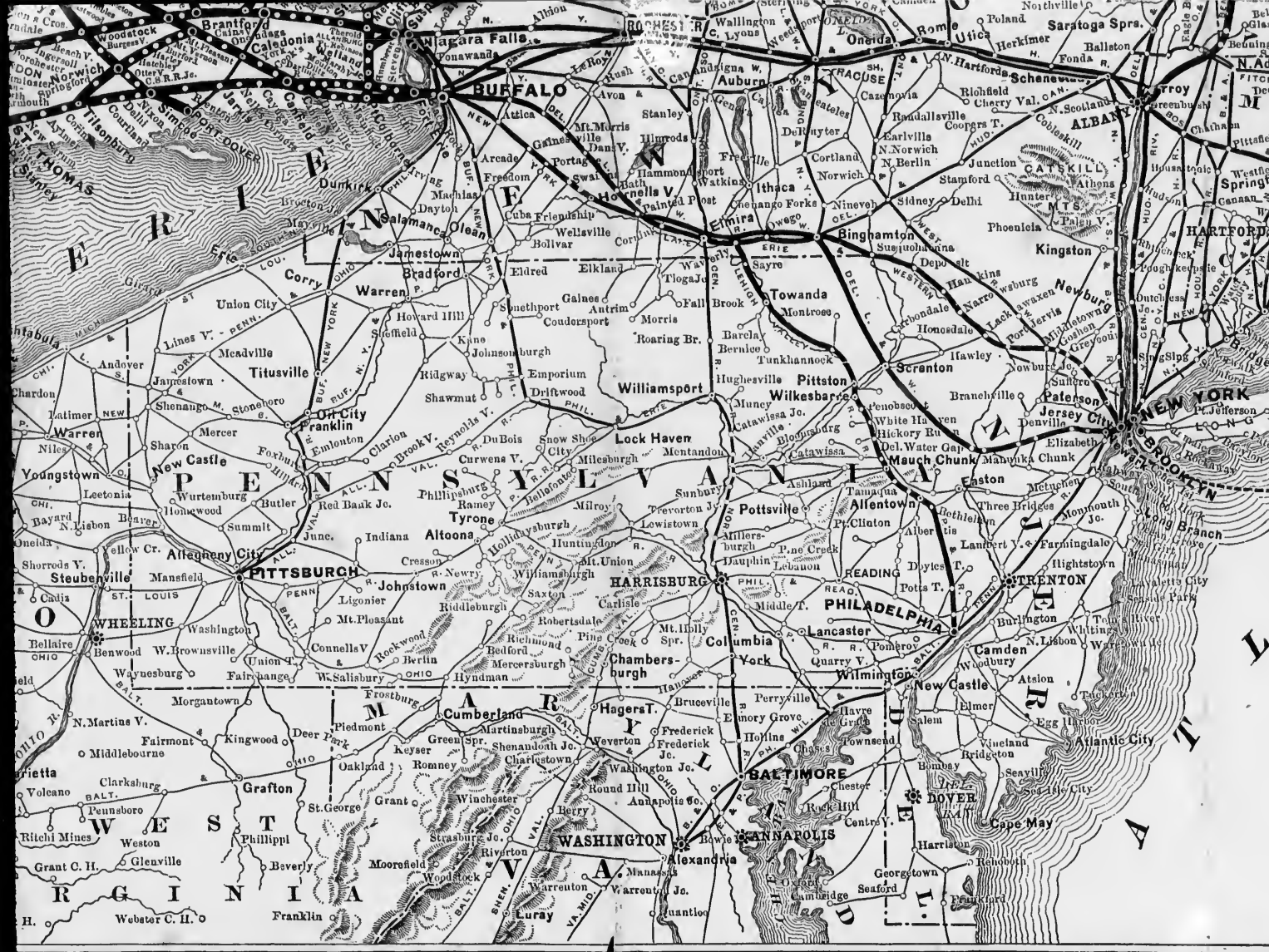
NOVA SCOTIA

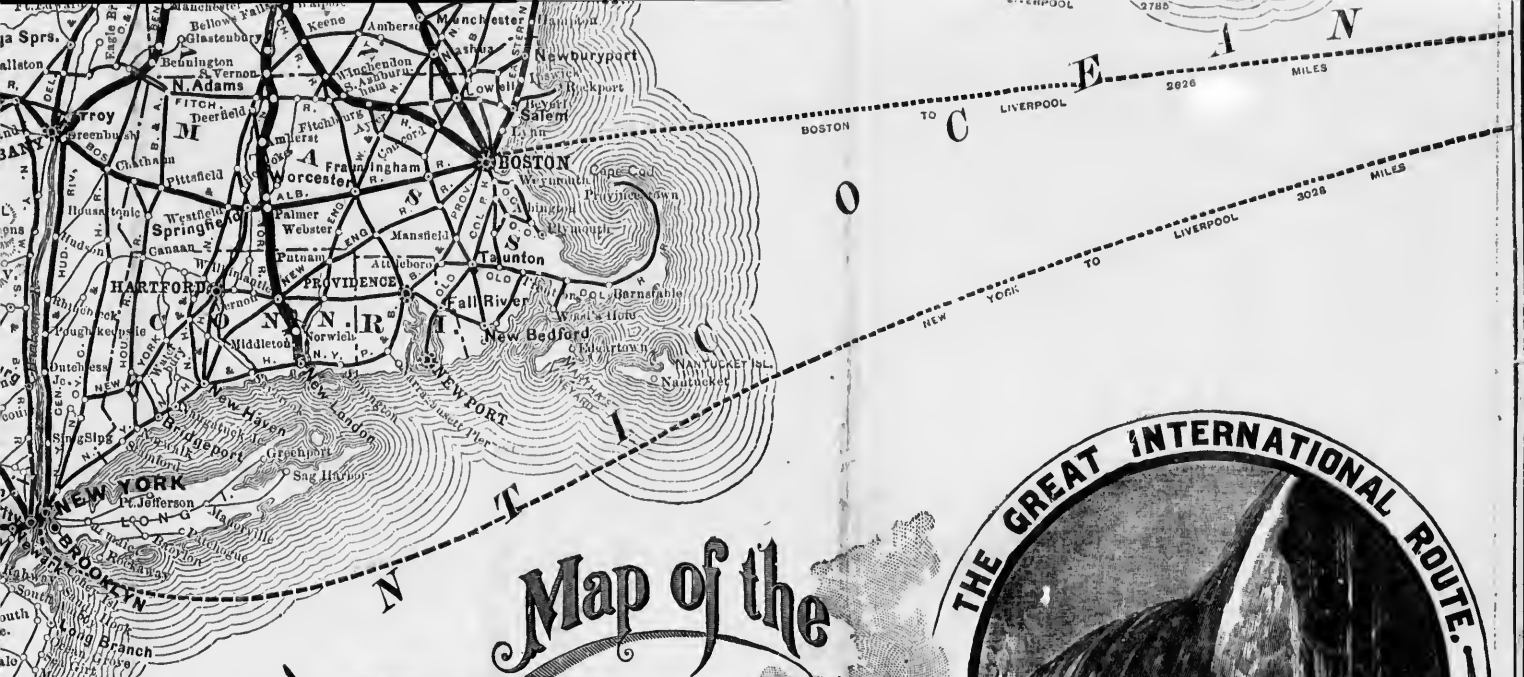
NEW ENGLAND

HALIFAX TO LIVERPOOL 2468 MILES

BOSTON TO LIVERPOOL 2786 MILES
BOSTON TO LIVERPOOL 3028 MILES







Map of the

GRAND TRUNK

and **GREAT WESTERN**
OF CANADA

and their connections



