GREAT LAKES STEAMSHIP SERVICE

CANADIAN PACIFIC RAILWAY

HOTEL SYSTEM

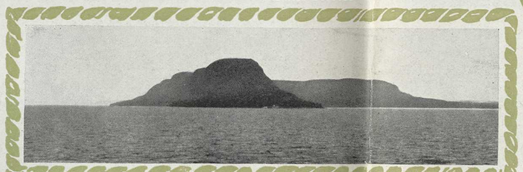
CANADIAN PACIFIC RAILWAY

Name of Hotel, Plan, Distance from Station and Transfer Charge		Altitude	Season	No. Rooms	Rate per Day	Single Meals
St. Andrews, N.B.						
The Algonquin—1 mile—25 cents	A	150	June 20-Sept. 15	200	$6.00 up	B. $1.00 L. 1.25 D. 1.50
McAdam, N.B.						
McAdam Station Hotel—At Station.	A	445	All year	16	3.00 up	B. .75 L. .75 D. 1.00
Quebec, Que.						
Chateau Frontenac—1 mile—50 cents.	E	300	All year	375	2.00 up	a la carte
Montreal, Que.						
Place Viger Hotel—At Place Viger Station. 1½ miles from Windsor Station—50 cents.	E	57	All year	125	1.50 up	a la carte
Winnipeg, Man.						
The Royal Alexandra—At Station.	E	760	All year	475	2.00 up	a la carte
Calgary, Alta.						
Palliser—At Station	E	3425	All year	315	2.00 up	a la carte
Banff, Alta.						
Banff Springs Hotel—1½ miles—25 cents.	E	4625	May 15-Sept. 30	350	2.00 up	a la carte
Lake Louise, Alta.						
Chateau Lake Louise—3½ miles—50 cents Narrow Gauge Railway	E	5670	June 1-Sept. 30	365	2.00 up	a la carte
Field, B.C.						
Mt. Stephen House—At Station.	A	4066	All year	65	4.00 up	1.00
Emerald Lake (near Field), B.C.						
Emerald Lake Chalet—7 miles—$1.00.	A	4066	June 15-Sept. 30	16	4.00 up	1.00
Glacier, B.C.						
Glacier House—1½ miles—25 cents.	A	4086	June 15-Sept. 30	90	4.00 up	1.00
Sicamous, B.C.						
Hotel Sicamous—At Station.	A	1146	All year	60	4.00 up	1.00
Penticton, B.C.						
Hotel Incola—Near Steamer Wharf.	A	..	Al year	62	3.00 up	.75
Cameron Lake, B.C.						
Cameron Lake Chalet—Vancouver Island	A	..	May 1-Sept. 30	....	3.50	....
Vancouver, B.C.						
Hotel Vancouver—½ mile—25 cents.	E	100	All year	650	2.00 up	a a carte
Victoria, B.C.						
Empress Hotel—Transfer.—25 cent.	E	Sea Level	All year	320	2.00 up	a la carte

A—American. E—European. Rates subject to alteration.

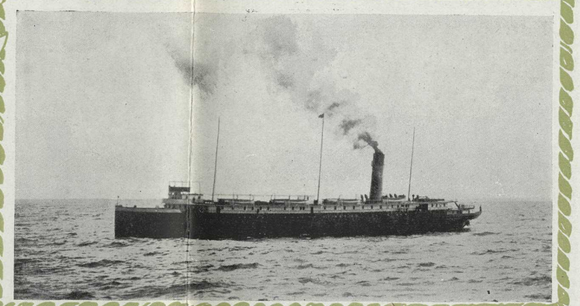
GREAT LAKES STEAMSHIP SERVICE

S.S. "Assiniboia"
Canadian Pacific Great Lakes Service



Thunder Cape, Lake Superior

"Safety First"



S.S. "Keewatin"
Canadian Pacific Great Lakes Service

Fort William Harbor

LAKE SUPERIOR, the vast inland fresh water ocean which finds its outlet through Lake Huron and other lakes and the St. Lawrence River into the salt Atlantic Ocean, is 400 miles long, 160 miles wide, and with an area of 31,400 square miles. In places it is 600 feet deep and its temperature never rises above 40°. Lake Huron has an area of 23,800 square miles.

The Canadian Pacific Railway steamships are Clyde-built. They run from Port McNicoll on Georgian Bay up to Fort William on Lake Superior.

This course is the course of history. Five years before the Pilgrim Fathers landed at Plymouth Rock, Samuel Champlain began the exploration of Lake Huron. Fourteen years after the same fateful event, Nicollet, a French-Canadian adventurer, paddled high-heartedly through the Strait of Michillimackinac, looking—for coolness? For coin? No, for China!

Later the dauntless Father Marquette struck through the gap, dipped south to camp on the site of the present Chicago, and returned in 1668 to start a mission at Sault Ste. Marie, close to the site of the fourfold canal that registers the heaviest tonnage in the world, Suez and Panama not excepted. Later again, La Salle built his "Griffon," the first lake-going boat in North America, admired and dreaded by the Indians for its huge billowing sails, lost on its maiden trip and buried no one knows where.

From the time of the French-Canadian fur trader, with his flotilla of birch-bark canoes, to the present era of grain-laden whalebacks, the Great Lakes have been the main artery of mercantile communication between Eastern and Western Canada. Down this broad highway floats every year the major part of Canada's huge wheat harvest. Down it, or part of it, floats too flour, iron, and lumber in vast quantities; and in the opposite direction goes coal and those manufactured articles for which the west exchanges its wheat with the east. Flags of two nations flutter to its breezes; American and Canadian ships plough its waters to each other's ports and use each other's canals impartially and without tolls.

The late afternoon sunshine teems with memories as you slip out of Port McNicoll. What would La Salle say to this splendid steamer with her broad decks, her comfortable berths, her unexcelled cuisine that tempts the gulls to dip mile after mile in her wake?

Sit on deck in the long throbbing twilight. You are in the north here and you can read at nine o'clock at night. You can watch the past slip by in its canoe, dodging behind the dark islands of Georgian Bay. You can smell miles of water in the breeze, and miles of northern land beyond again. You can listen to the strange cries of the wheeling birds, the lingering liquid lap of the waves against the boat-

GREAT LAKES STEAMSHIP SERVICE

Look who's here!

The Kiddies enjoy the bracing breezes

From train to boat at Port McNicoll is but a step

side, the sub-audible converse of Canadian past, which is great, with Canadian future, which is unbelievable.

When you go on deck in the morning the sun is there before you and the rollicking wind, tamed to a breeze by the still green banks of the St. Mary's River, gay with cottages. Soon you'll reach the Soo and the far-famed canal that Canada and the States have made.

The original passageway was dug by the Nor'west Company, those jolly traders who carved a kingdom out of northern British Columbia and skinned the ancestors of every Canadian animal that now wears fur. In 1797 they dredged their baby canal. Its lock was 38 feet long, 8 feet 9 inches wide, and had a lift of 9 whole feet! Doubtless the Scotch factor then carrying the sceptre in his kitbag considered it an engineering achievement to put beside the Pyramids. But to-day it's a little, lonesome trout-pond; and few there be that find it.

In 1853 the Americans built their first canal with two tandem locks of masonry each 350 feet long by 70 wide. But in 1888 they put the thing in the scrap heap and built on its wreckage the present 800-foot Poe Lock which had been preceded by the 515-foot Weitzel, both still in use.

Then Canada got busy. The Canadian Pacific Railway was thundering westward. The plains were waking up. From 1888 to 1895 the engineers dug in at the Soo with the result that the world's finest 900-foot lock was opened, to the tune of The Maple Leaf Forever.

Then it was the turn of the States again, and a 1350-foot lock was the outcome, with the fourth and biggest of the family just through blasting itself out of the picturesque red rock of the district. Altogether the two Governments have spent $25,000,000 at the Soo, not counting this fourth lock.

In the year 1917, 15,447,092 tons of freight passed through the Canadian Soo Canal: the year before, 12,325,347 tons passed through Suez and 4,931,911 tons through the Panama Canal. Every day during the navigation season, in short, an average of over 65,000 tons of freight passed the Canadian Soo Canal, to say nothing of over 50,000 tons in vessel tonnage. The principal items consisted of 87 million bushels of wheat, 46 million bushels of other grain, eleven million tons of iron ore, six million feet, builders measure, of lumber, and three million barrels of flour.

But here we are at last drawn up in front of whichever canal can take care of us. Canada pays no tolls to the States, nor does Uncle Sam have to tip our lockmen, so we run in cheerfully wherever the shipping conditions cause us to fit.

What's that against the skyline, like black-barred skeleton hands playing "Simon says Thumbs Up"? That's the Canadian Pacific Railway's Bascule Bridge, if you want technicality. Our boat is too heavy to get out of the water and climb over it and too tall to go under, so the bridge just splits accommodatingly in the middle, using its wonderful thousand-ton side-weights, and up sails the cartback a hundred and sixty-eight feet in the air! Truly a strange town, this Soo, where boats walk upstairs in canal-locks and bridges go jack-knifing against the horizon.

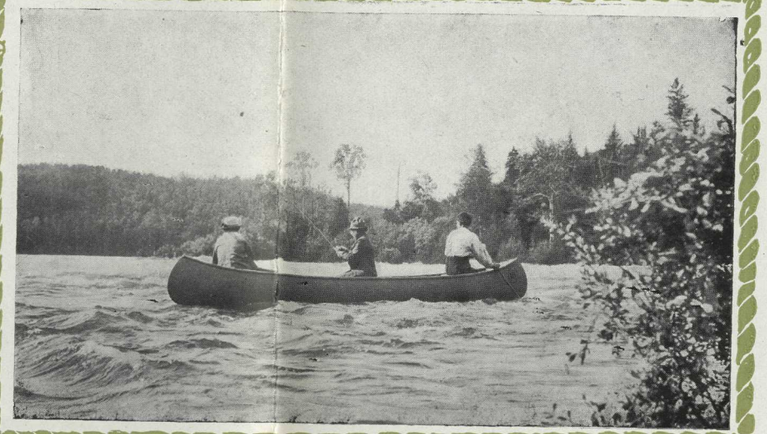
But it has a right to be an original town if it wishes, since it's the key-town to the wheat problem, Canada's reason for existence. See that weird boat yonder, like a whale with his head and tail out of the water? It's an Alice in Wonderland boat, so don't laugh at its pulled-out proportions. It carries a little machinery in one end and a little crew in the other. In between—which is anything from four to six hundred feet—it's just a series of grain bins, tied together with steel. The whaleback fleet, it is stated, can simultaneously move eight million bushels of wheat in one voyage.

But now we're through the locks and we swing out into White Fish Bay. The winds of Superior dance over the waves to us, the north shore fades into mystery, and we're glad indeed to see the cups of hot bovril and the plates of biscuits that the attentive stewards hand round for our delectation. Superior is an appetite-generator of the first magnitude and we need the three upstairs as well as the three downstairs meals that are provided. When the lunch hour arrives it finds us half way to meet it, and whatever we eat or don't eat, let's not forget the Lake Superior white

CANADIAN PACIFIC RAILWAY

Up the St. Mary's River, near Sault Ste. Marie

Life boat drill on board



Trout Fishing near Nipigon

fish that the cook declares follow along behind the ship and cry to come on board.

By afternoon we might as well be in the middle of the Atlantic for all the land we see. The old voyageurs hugged the stern cliffs. We know the cliffs are there, copper-filled, gemmed with oglorastrolites and veined with silver. But we fling ourselves straight into the west and never a smell of shore.

At four o'clock the decks drift backward. All of us find ourselves under the awnings where the little blue teapots circulate cheerfully and the talk turns on how cool it is. You may have yearned for Eden clothes in town; here on the Lakes you pull your sweater out of your suitcase and revel in a breeze that calls for a hairnet and two hatpins.

Dinner tonight—strange how mundane and appetiteful we become in the air!—dinner is a joyful procession straight through the menu, even with the sneaking remembrance that somebody said there'd be more bovril at ten.

By morning we're at Fort William, Elevator-town that is to say. Between here and Port Arthur there are twenty-five of these huge wheat-banks, each looking like a collection of spent shells from some giant mortar, triumphantly up-ended in the service of mankind and the grain trade.

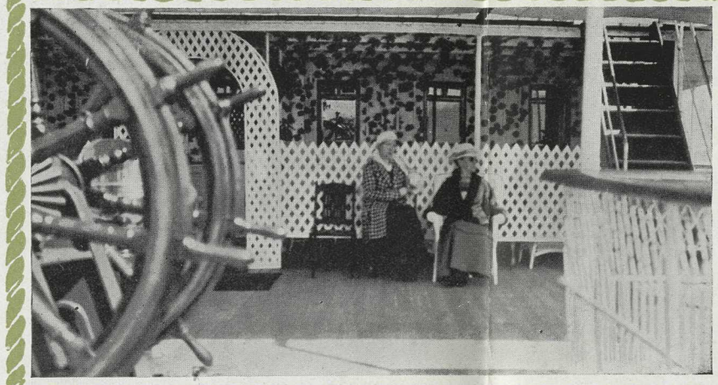
Wheat has the right of way. It is the aristocrat and yet the unit of lake traffic. Collected at Western Canada's three thousand elevators, it finds its way eventually, assembled, inspected, graded and standardized, to the Twin Cities; and as fast as possible each carload—eleven hundred bushels per box car—that is dumped into the forty-three million bushel capacity terminals at Fort William and Port Arthur is cleared out again in the holds of the whalebacks. Eighty-seven per cent. of the grain shipped from the Twin Cities in 1917 was by water, namely, 192 million bushels, sufficient to feed for one year forty million people. It was shipped variously to ports on the Georgian Bay, on Lakes Erie and Ontario, to far-off Montreal via the Welland and St. Lawrence canals, and to Buffalo.

The passenger who isn't interested in the cascading wheat that runs into the hold through the long feed pipes, nor the bags of flour that climb up out of the abyss of the elevator's insides and romp down the chute, may go for a walk into the town to see the collections of agates, amethysts, chlorastrolites and thomsonites with which the jewellery stores fill their cases. All of these stones are found in the district in such profusion that only the finest specimens pay for the cutting.

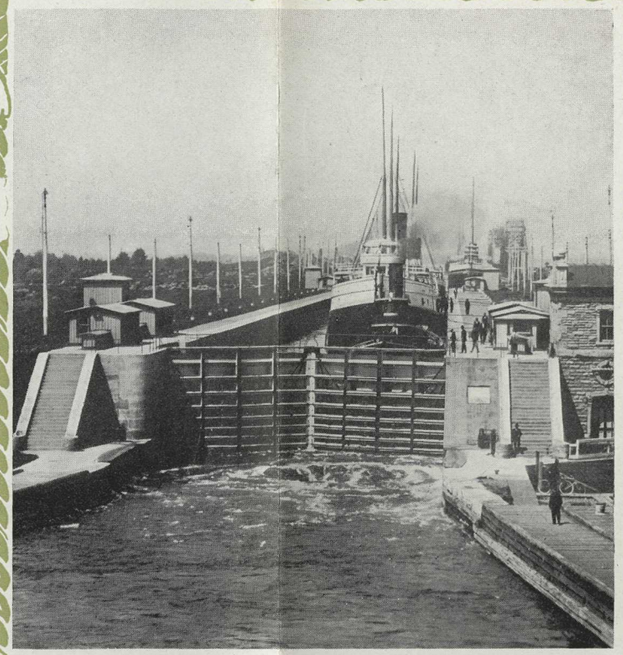
Nor will the history-hunter be disappointed in Fort William. in 1804 a trading post of the Nor' westers was located on the site of the present town which was named in 1807 in honor of William McGillivray, a notable man of the company. It became then what it is to-day, the coupling pin between the hungry East and the plenteous West. In those days the commodity of exchange was furs, and it was at Fort William that the Montreal ***mangeurs de lard*** turned back to their homes with full packs, and the trappers set out again into the sunset. To-day, fruit of the Okanagan comes to Fort William, salmon from the Fraser, wheat, oats, barley, flax from the vast plains. The grain cars reach Winnipeg at the rate of one a minute every day for two straight months. Winnipeg shoots them through to the twin ports. The East opens her mouth and swallows them, as she swallows the fish and the fruit. In return she sends coal, cash and, best of all, Canadians.

Within three hours' run of the Twin Cities is Nipigon, famous the world over for its speckled trout and its magnificent scenery. Nipigon, 70 miles east of Fort William by Canadian Pacific Railway, is the largest and clearest river flowing into Lake Superior, 42 miles long, with numerous lake-like expansions and surging rapids, and is the only outlet from Lake Nipigon, forty miles to the north. The lake is nearly seventy miles in length by about thirty-nine in width, and because of its numerous and deeply indented bays has a shore line of nearly 600 miles. It is the world's greatest breeding ground of that king of fish, the speckled trout. No more enjoyable outing, no more thorough excursion into the wilds, could be imagined than a fishing trip at Nipigon, accompanied into the wilderness by Indian guides.

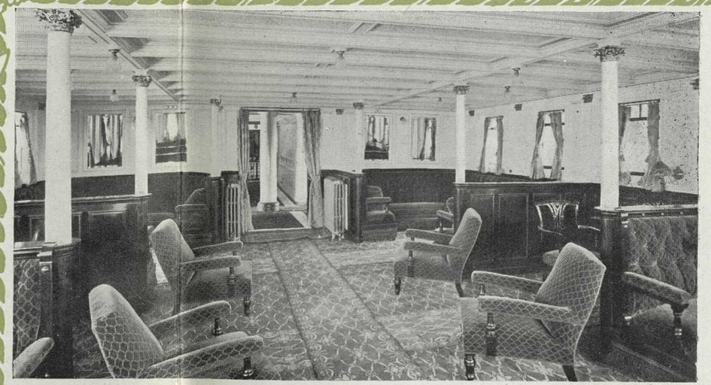
GREAT LAKES STEAMSHIP SERVICE



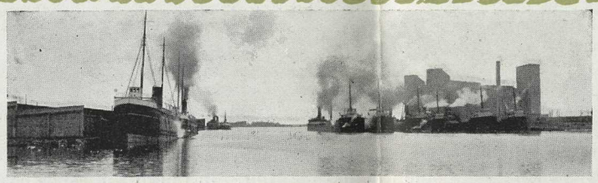
Verandah Cafe, S.S. "Assiniboia"



In the Canadian Locks at Sault Ste. Marie

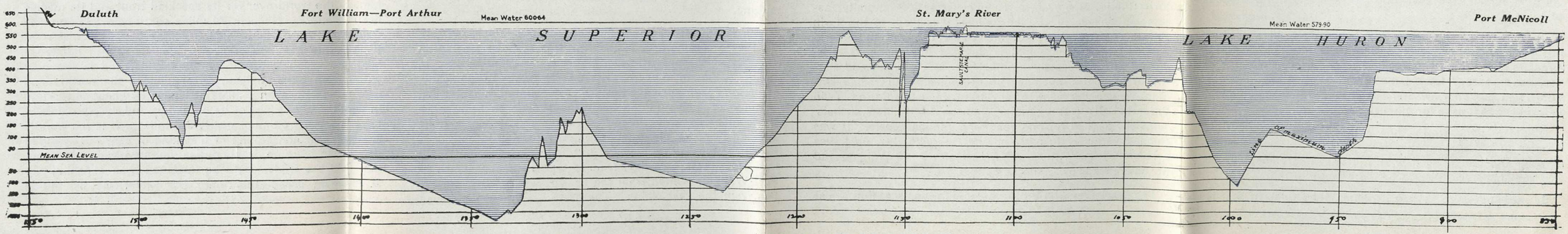


Lounge on S.S. "Keewatin"



Port McNicoll Harbor showing freighters unloading

A Great Lakes freighter



Profile of the bed of Lake Superior and Lake Huron illustrating the depth of water.

MAP OF THE GREAT LAKES

STEAMSHIP SERVICE AND CONNECTING RAIL LINES OF THE

CANADIAN PACIFIC RY.

Indicates Double Track.

C-11

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POOLE BROS. CHICAGO.

1-22-'17

GREAT LAKES STEAMSHIP SERVICE

Kakkabeka Falls near Fort William

Owen Sound Harbor

Among the Islands, Georgian Bay

CLYDE-BUILT GREYHOUNDS OF THE GREAT LAKES

The Great Lakes Steamships of the Canadian Pacific Railway Company are constructed to withstand a voyage across the Atlantic Ocean, four of them having been built on the Clyde. The latest additions to the fleet, the "Assiniboia" and "Keewatin," are very much like ocean liners, but with four decks—main, awning, promenade and hurricane—they stand far higher out of the water for their size than the ordinary liner. They each have accommodation for 300 passengers. Their gross tonnage is 3,880 tons, their principal dimensions being: Length, 336 feet; breadth, 43 feet, 8 inches; depth, 26 feet, 6 inches. They are divided into eight watertight compartments.

No ocean vessels, not even the best of the big liners, have more luxurious accommodations than those provided on the "Keewatin" and "Assiniboia." Spacious decks, large and airy cabins, a delightful ladies' ordinary, large and finely fitted up smoking rooms and verandah cafe, where afternoon tea is served, are features of these vessels. There is also a big dining room on each vessel, capable of accommodating over 150 at one sitting and equal in appearance to that of an ocean liner. A number of the rooms are fitted with shower baths, and thus heighten the effect of a floating hotel.

The passenger equipment is of the most sumptuous character. The main and upper decks are furnished for the accommodation of 300 first-class passengers, fitted in the latest style with patent folding berths, and aft of the main entrance in each ship are five cabins-de-luxe, panelled in mahogany, maple and basswood, each with large brass bedstead and folding sofa. The drawing rooms are tastefully finished in white enamel and gold, while the dining rooms are framed in American walnut with Circassian walnut panels.

The huge rectangular bevelled glass windows, with large dome skylight overhead, give excellent light and ventilation. The smoking rooms on the after end of the deck-house are tastefully designed and framed in light natural oak, with carved panels. The other equipment is of an equally elaborate and artistic character.

The ships are equipped with wireless telegraphic apparatus, and in fact they may be said to be an advanced type of steamship for the Great Lakes service, while their superb finish and up-to-date equipment has made them popular on this route and a source of no little pride to the great transportation company to which they belong.

The CANADIAN PACIFIC RAILWAY COMPANY'S—Great Lakes Service

is carried on by the

Steamships "Keewatin," "Manitoba" and "Assiniboia"

Plying between Port McNicoll Owen Sound and the twin cities of Fort William and Port Arthur. All steamers call at Sault Ste. Marie in both directions.

VIA PORT McNICOLL

First trip Westbound June 1st; last trip Sept. 28th, 1918.
First trip Eastbound June 1st; last trip Sept. 28th, 1918.

SS. "KEEWATIN" & "ASSINIBOIA"

WESTBOUND

Lv	**Toronto (Union)**	Rail	2.00 pm	E.T.	Wed.	Sat.
Ar	**Port McNicoll**	"	5.15 pm	"	"	"
Lv	**Port McNicoll**	Steamer	5.30 pm	"	"	"
Ar	**Sault Ste. Marie**	"	12.00 Noon	"	Thur.	Sun.
Lv	**Sault Ste. Marie**	"	12.30 pm	"	"	"
Ar	**Port Arthur**	"	7.00 am	"	Fri.	Mon.
Ar	**Fort William**	"	8.30 am	"	"	"
Lv	**Fort William**	Rail	8.30 am	C.T.	"	"
Ar	**Winnipeg**	"	10.05 pm	"	"	"

EASTBOUND

Lv	**Winnipeg**	Rail	9.10 pm	C.T.	Fri.	Tues.
Ar	**Fort William**	"	10.00 am	"	Sat.	Wed.
Lv	**Fort William**	Steamer	12.00 Noon	E.T.	"	"
Lv	**Port Arthur**	"	1.00 pm	"	"	"
Ar	**Sault Ste. Marie**	"	12.30 pm	"	Sun.	Thur.
Lv	**Sault Ste. Marie**	"	1.00 pm	"	"	"
Ar	**Port McNicoll**	"	8.00 am	"	Mon.	Fri.
Lv	**Port McNicoll**	Rail	8.30 am	"	"	"
Ar	**Toronto (Union)**	"	11.45 am	"	"	"

VIA OWEN SOUND

During season of navigation commencing May 2nd and ending about Sept. 30th, 1918.

SS. "MANITOBA"

WESTBOUND

Lv	**Toronto (Union)**	Rail	5.25 pm	E.T....Monday.
Ar	**Owen Sound**	"	10.30 pm	" .... "
Lv	**Owen Sound**	Steamer	10.30 pm	" .... "
Ar	**Sault Ste. Marie**	"	6.00 pm	" ....Tuesday
Lv	**Sault Ste. Marie**	"	6.00 pm	" .... "
Ar	**Port Arthur**	"	3.00 pm	" ....Wednesday
Ar	**Fort William**	"	4.00 pm	" .... "
Lv	**Fort William**	Rail	11.05 pm	C.T.... "
Ar	**Winnipeg**	"	12.00 noon	" ....Thursday.

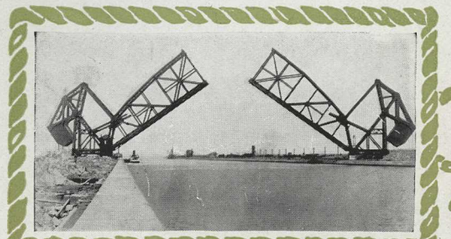
EASTBOUND

Lv	**Winnipeg**	Rail	9.10 pm	C.T....Wednesday
Ar	**Fort William**	"	10.00 am	" ....Thursday
Lv	**Fort William**	Steamer	12.00 noon	E.T.... "
Lv	**Port Arthur**	"	1.00 pm	" .... "
Ar	**Sault Ste. Marie**	"	9.00 am	" ....Friday.
Lv	**Sault Ste. Marie**	"	9.00 am	" .... "
Ar	**Owen Sound**	"	6.00 am	" ....Saturday.
Lv	**Owen Sound**	Rail	6.40 am	" .... "
Ar	**North Toronto**	"	11.35 am	" .... "

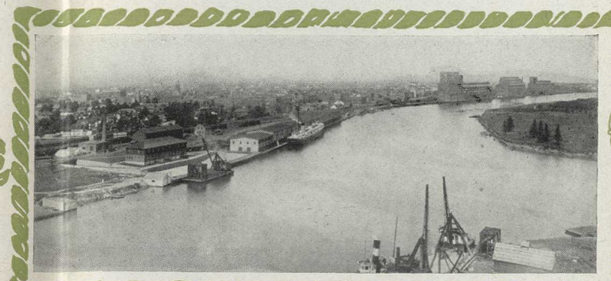
E.T. Eastern Time. C.T. Central Time.

Train Equipment—Parlor Cars on trains between Toronto and Port McNicoll.
Parlor and Dining Cars on day train from Fort William to Winnipeg. Sleeping and Dining Cars on night trains between Fort William and Winnipeg.

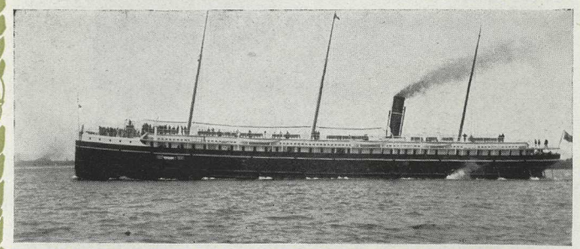
CANADIAN PACIFIC RAILWAY



Bascule Bridge, Sault Ste. Marie



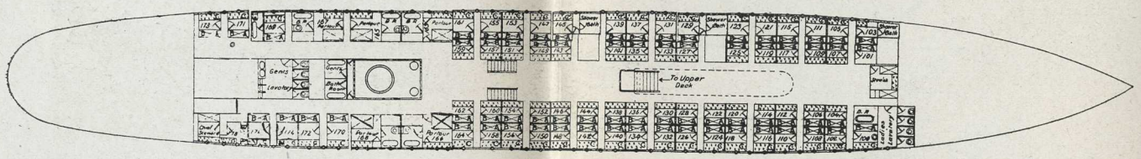
Fort William, Ont.



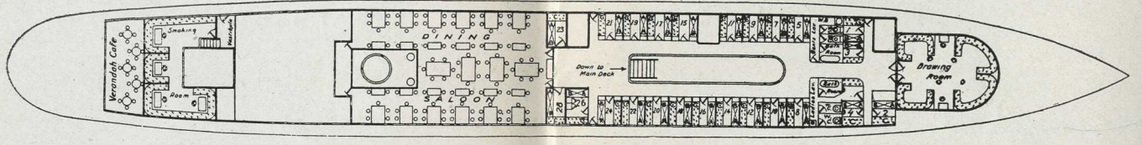
S.S. "Manitoba"

Port Arthur Harbor

STEAMSHIPS "ASSINIBOIA" AND "KEEWATIN"



Main Deck



Upper Deck

A indicates Upper Berth; B lower Berth; C Sofa Berth.

UPPER DECK.—All Rooms except 3 have three berths each; Room 3 has two berths and a long seat.

MAIN DECK.—All inside Rooms except 101 have two berths and a long seat; Room 101 has two berths and a short seat only.

All Outside Rooms except 163 163 165 166 167 and 168 have three berths each; Rooms 163 165 166 167 and 168 are Parlor Rooms with bathroom attached.

Rooms 108 129 145 have shower bath in connecting room. Room 169 has three berths with bathroom attached.

SUMMER TOURS

FROM JUNE 1st TO SEPTEMBER 28th.

Tickets will be sold good for return till September 28, 1918 (except where otherwise stated).

TO PORT ARTHUR AND FORT WILLIAM AND RETURN.

C. P. R. Lake Route, both ways or C. P. R. Lake Route going, rail returning, or vice versa.

TO SAULT STE. MARIE AND RETURN.

Via Port McNicoll and Canadian Pacific Railway Great Lakes Steamers both ways.

Via C. P. R. Lake Route, going, returning via C. P. R. Rail, or vice versa

TO MACKINAC AND RETURN.

Via Port McNicoll or Owen Sound, Sault Ste. Marie and Arnold Transit Co, return same

TO DULUTH AND RETURN.

Via Lake Route throughout, Canadian Pacific Railway Great Lakes Steamships to Port Arthur, thence steamer.

TO WESTERN POINTS VIA LAKE ROUTE.

Tickets will be sold to Chicago, Duluth, Minneapolis, St. Paul, Winnipeg, etc., going via Lake Steamer routes, returning all-rail, and vice versa, particulars of which will be furnished on application to any Agent of the Company.

For fares for trips quoted above apply to any Agent of the Company.

Berth locations in Steamships can be secured through any agent of the Canadian Pacific Railway, or at the office of the City Ticket Agent, 1 King Street, East, Toronto, or City Ticket Agent, corner Main and Portage Ave., Winnipeg, Man.

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" .....W. F. Cawley, Travelling Passenger Agent.
Brockville, Ont.....Geo. E. McGlade, City Ticket Agent, Cor. King St. and Court House Ave.
Buffalo, N.Y.....L. R. Hart, Gen. Agt., Pass. Dept., 11 South Division St.
" .....J. F. Sharpe, City Passenger Agent.
Calgary, Alta.....J. E. Proctor, Dist. Pass. Agt., Can. Pac. Stn. Bldg.
" .....A. J. Shulman, Trav. Pass. Agt., Can. Pac. Stn. Bldg.
" .....F. J. Hurkett, City Pass. Agt., 124A Eight Ave. West
Chicago, Ill.....T. J. Wall, Gen. Agt., Pass. Dept., 140 S. Clark St.
" .....R. R. Michaelson, Trav. Pass. Agt., 140 S. Clark St.
" .....W. D. Black, Trav. Pass. Agt., 140 S. Clark St.
Cincinnati, Ohio....M. E. Malone, Gen. Agt., Pass. Dept., 436 Walnut St.
" .....W. J. Gilderlain, Trav. Pass. Agt., 436 Walnut St.
Cleveland, Ohio.....Geo. A. Clifford, Gen. Agt., Pass. Dept., 2033 East Ninth St.
" .....G. L. McNay, Trav. Pass. Agent, 2033 E. Ninth St.
Detroit, Mich.....M. G. Murphy, Gen. Agt., Pass. Dept., 199 Griswold St.
" .....A. E. Edmunds, City Passenger Agent.
" .....G. G. McKay, Travelling Passenger Agent.
Edmonton, Alta.....Chas. S. Fyfe, City Ticket Agent, 145 Jasper Ave., E.
Everett, Wash.....A. B. Winter, Ticket Agent, 1515 Hewitt Ave.
Fort William, Ont...A. J. Boreham, City Pass. Agt., 404 Victoria Ave.
Halifax, N.S.....R. U. Parker, Asst. Dist. Pass. Agt., 117 Hollis St.
" .....J. D. Chipman, City Passenger Agent, 126 Hollis St.
Hamilton, Ont.....A. Craig, City Pass. Agt., Cor. King and James Sts.
Hong Kong.....P. D. Sutherland, G.A.P.D., C. P. Ocean Services Ltd.
Honolulu, H.I.....Theo. H. Davies & Co.
Juneau, Alaska.....F. F. W. Lowle, General Agent.
Kansas City, Mo....R. G. Norris, Trav. Pass. Agt., 614-615 Railway Exchange Building.
Kingston, Ont.....F. Conway, City Freight and Passenger Agent.
Kobe, Japan.....F. M. Flanagan, Pass. Agt., C.P.O.S., Ltd., 1 Bund.
Liverpool, Eng.....Thomas McNeil, Agent, 6 Water St.
London, Eng.....H. G. Dring, Gen. Pass. Agt., 62-65 Charing Cross S.W. and 67-68 King William St. E.C.
London, Ont.....H. J. McCallum, City Pass. Agent, 161 Dundas St.
Los Angeles, Cal.....A. A. Polhamus, Gen. Agt. Pass. Dept., 605 S. Spring St
" .....E. V. Musselwhite, Trav. Pass. Agt., 605 S. Spring St.
Manila, P.I.....T. J. Burns, 18-20 Escolta.
Milwaukee, Wis.....F. T. Sansom, Pass. Agent, Soo Line, 100 Wisconsin St.
Minneapolis, Minn..R. S. Elworthy, G.A.P.D., 402 Nicollet Ave.
" .....David Bertie, Travelling Passenger Agent.
" .....E. G. Rennels, Travelling Passenger Agent.
Montreal, Que.....F. C. Lydon, City Pass. Agt., 141-145 St. James St.
" .....G. B. Burpee, Gen. Trav. Pass. Agent, Windsor Station.
" .....Wm. Brett, Trav. Pass. Agent, Windsor Station.
" .....L. E. Clermont, Trav. Pass. Agt., Windsor Station.
Montreal, Que.....W. Riendeau, Trav. Pass. Agt., Windsor Station.
" .....D. R. Kennedy, Trav. Pass. Agt., Windsor Station.
Nagasaki, Japan.....Holme Ringer & Co.
Nelson, B.C.....J. S. Carter, District Passenger Agent.
" .....F. V. Henderson, City Ticket Agent.
New York, N.Y.....F. R. Perry, Gen. Agt. Pass. Dept. } 1231
" .....G. D. Brophy, Trav. Pass. Agent. } Broadway,
" .....Wm. E. Ellis, Trav. Pass. Agent. } cor. 30th St.
" .....W. G. Cooper, City Pass. Agt., 1548 Woolworth Bldg.
North Bay, Ont.....L. O. Tremblay, Travelling Passenger Agent.
" .....C. P. Dickson, City Ticket Agent.
Ottawa, Ont.....J. A. McGill, City Pass. Agent, 83 Sparks St.
Philadelphia, Pa.....R. C. Clayton, City Pass. Agt., 629 Chestnut St.
Pittsburgh, Pa.....C. L. Williams, Gen. Agt., Pass. Dept., 340 Sixth Ave.
" .....T. F. Madden, Travelling Passenger Agent.
Portland, Me.....Leon W. Merrit, T. A. Maine Cent. Rd., Union Depot.
Portland, Ore.....J. V. Murphy, Gen. Agt., Pass. Dept., 55 Third St.
Prince Rupert, B.C..W. C. Orchard, General Agent.
Quebec, Que.....C. A. Langevin, City Pass. Agt., Palais Station.
Regina, Sask.....J. A. Macdonald, Dist. Pass. Agt., 1812 Scarth St.
" .....C. R. Haywood, Acting City T'k't Agent, 1812 Scarth St.
" .....W. D. Buchanan, Trav. Pass. Agt., 1812 Scarth St.
St. John, N.B.....N. R. Des Brisay, Dist. Pass. Agt., 40 and 42 King St.
" .....L. W. Lindsay, Travelling Passenger Agent.
" .....H. R. Mathewson, Travelling Passenger Agent.
" .....W. H. C. Mackay, City Ticket Agt., 40 and 42 King St.
" .....M. T. Pearson, Travelling Passenger Agent.
St. Johns, Que.....C. A. Laberge, City Ticket Agt., 117 Richelieu St.
St. Louis, Mo.....E. L. Sheehan, Gen. Agt., Pass. Dept., 420 Locust St.
" .....G. H. Griffin, Travelling Passenger Agent.
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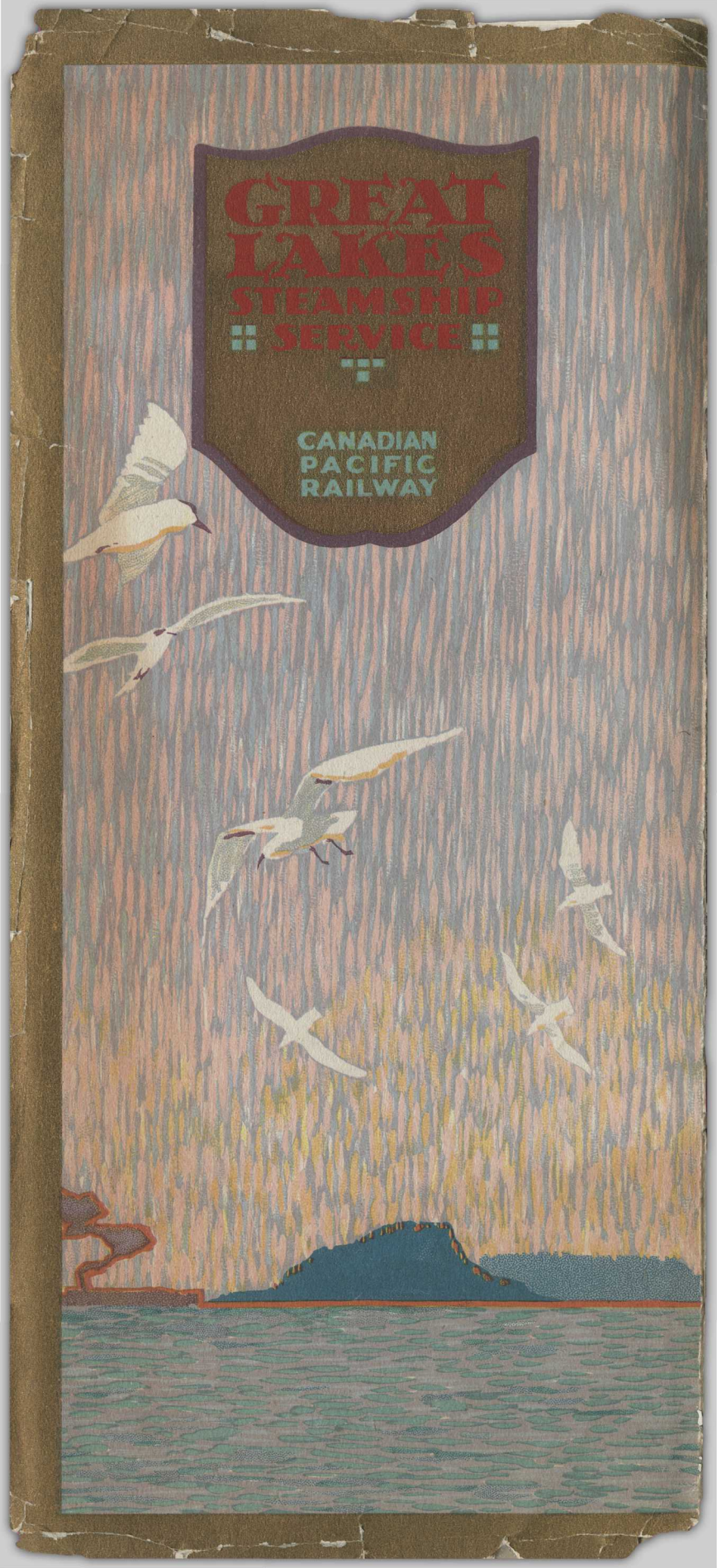
San Francisco, Cal..F. L. Nason, G.A.P.D., 645 Market St.
" .....A. P. Villain, Trav. Pass. Agt., 645 Market St.
Saskatoon, Sask....W. E. Lovelock, City Ticket Agt., 115 Second Ave.
Sault Ste. Marie, Ont.J. A. Johnston, City Passenger Agent.
" .....W. H. Pomeroy, Depot Ticket Agent.
Slt. Ste. Marie, Mich.W. J. Atchison, City Pass. Agt., 224 Ashmun St.
" .....W. C. Sutherland, Depot Ticket Agent.
Seattle, Wash.....E. E. Penn, Gen. Agt., Pass. Dept., 608 Second Ave.
" .....H. M Beyers, Travelling Passenger Agent.
Shanghai, China....G. M. Jackson, G.A.P.D., C.P.O.S., Ltd.
Sherbrooke, Que....A. Metivier, City Pass. Agt., 74 Wellington St.
Smith's Falls, Ont..B. Caswell, Town Ticket Agent.
Sydney, Aus.....Union S.S. Co. of New Zealand (Ltd.)
Tacoma, Wash.....D. C. O'Keefe, City Pass. Agt., 1113 Pacific Ave.
Toronto, Ont.....W. B. Howard, Dist. Pass. Agt., 1 King St., E.
" .....Wm. Fulton, Asst. Dist. Pass. Agt., 1 King St., E.
" .....T. Mullins, City Pass. Agt., 1 King St., E.
" .....W. T. Dockrill, Trav. Pass. Agt., 1 King St., E.
" .....J. Campbell, Trav. Pass. Agt., 1 King St., E.
" .....Wm. Corbett, Trav. Pass. Agt., 1 King St., E.
" .....J. B. Tinning, Trav. Pass. Agt., 1 King St., E.
Vancouver, B.C.....J. Moe, City Pass. Agent, 434 Hastings St., West.
" .....F. H. Daly, Travelling Passenger Agent.
" .....W. H. Deacon, Travelling Passenger Agent.
Victoria, B.C.....L. D. Chetham, City Pass. Agt., 1102 Government St.
Washington, D.C....C. E. Phelps, City Pass. Agt., 1419 N.Y. Ave.
Winnipeg, Man.....A. G. Richardson, Dst. Pass. Agt., Main & Portage Ave.
" .....D. M. Sinclair, Travelling Passenger Agent.
Yokohama, Japan...E. Stone, G.A.P.D., C.P. Ocean Serv. Ltd., 14 Bund St.

M. McD. Duff, Manager, Great Lakes Steamship Service, Windsor Station, Montreal.

Relief Map of the St. Lawrence Basin, showing the physiographical unity of the Great Lakes with the St. Lawrence River. The height of land is shown by the dark line.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