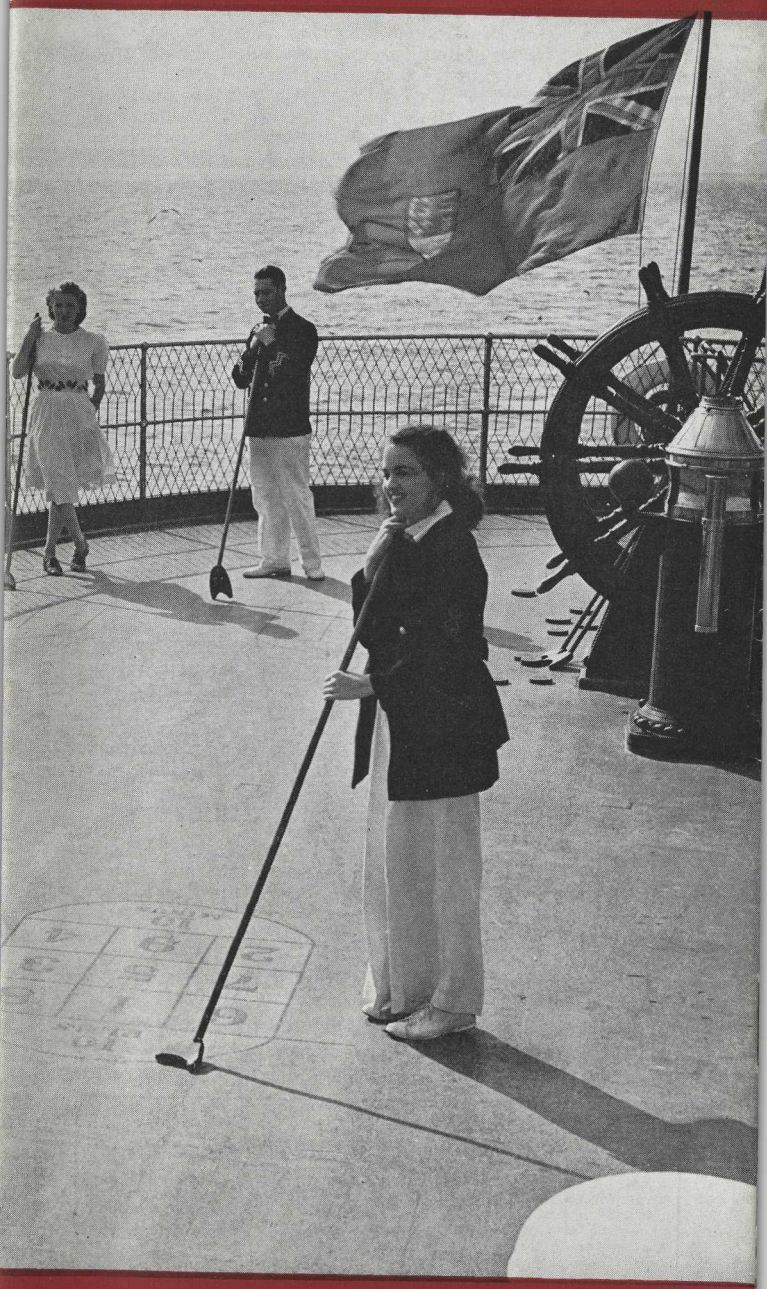
1941

Cruise the Great Lakes



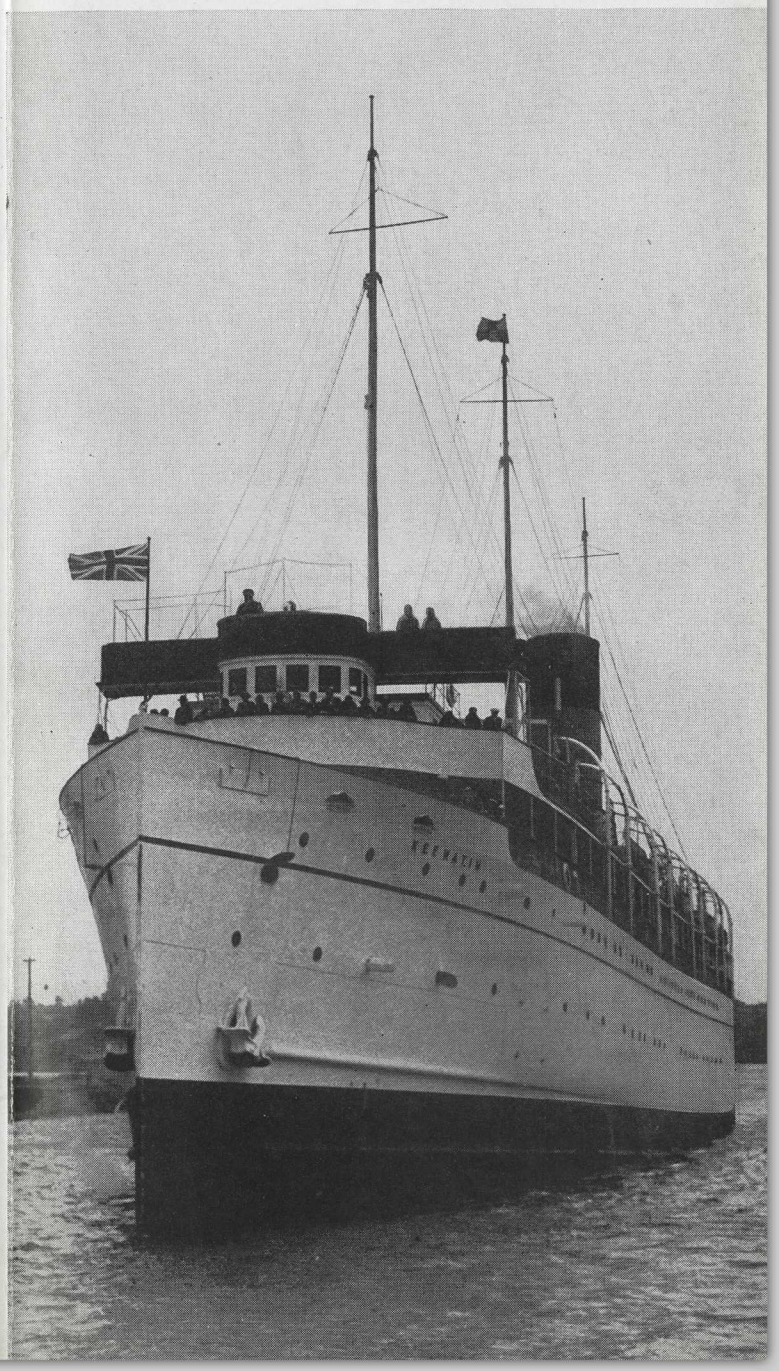
Canadian Pacific

WORLD'S GREATEST TRAVEL SYSTEM

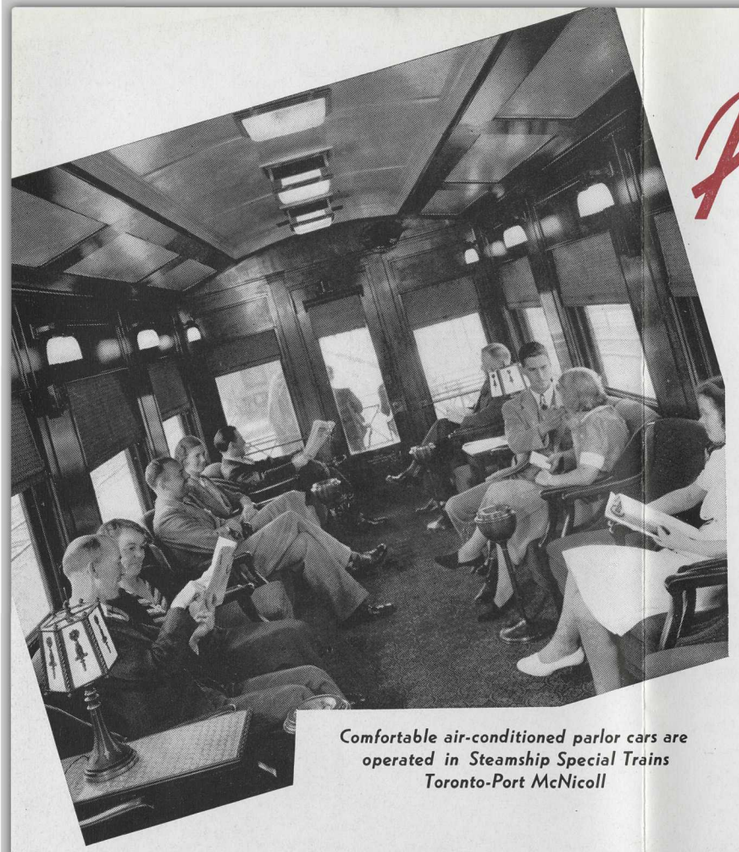
Beautiful Georgian Bay

THRESHOLD of the inland seas is beautiful Georgian Bay. Rolling wooded shores — deep, clear waters — rocky pine-clad islands — no wonder Georgian Bay is renowned as one of the most attractive and unspoiled resort regions in North America. Here history sails the same route as you do. Here came Champlain the explorer. Here came Brébeuf and Lalemant the missionaries. Here clashed the Iroquois and the Huron Indians. Today, shrines to martyred Jesuits — crumbling forts and relics of redskin warriors are all that remain of the storied past. Today come new explorers, just as eager as those of bygone days to follow the northwest lake route into the setting sun. But not in birch bark canoes now — in spacious Canadian Pacific ships that cruise majestically across the Great Lakes.

Over 30,000 islands dot the shores of Georgian Bay — islands among the oldest known to geologists. Of these the Christian Islands comprise the first easterly group — Faith, Hope and Charity — now Indian reservations of the Ojibway race. Far in the distance are the Blue Mountains of Collingwood, and to the right a group of islands — the Westerns, where stands a friendly lighthouse. There is gentle beauty in the tree-clothed slopes of the shores, sharp contrast to the rocky islands. Canoes, yachts and sailboats ply to and from the mouth of the Severn River — summer cottages and camps form colourful patches along the shores. Westward, then, through these rocky islands — westward past Bruce Peninsula and Georgian Bay Islands National Park — past Flower Pot Island — out to Lake Huron proper through the Soo Locks, and across Lake Superior in your big, white Canadian Pacific liner!



One of the stately Canadian Pacific Great Lakes liners



Comfortable air-conditioned parlor cars are operated in Steamship Special Trains Toronto-Port McNicoll

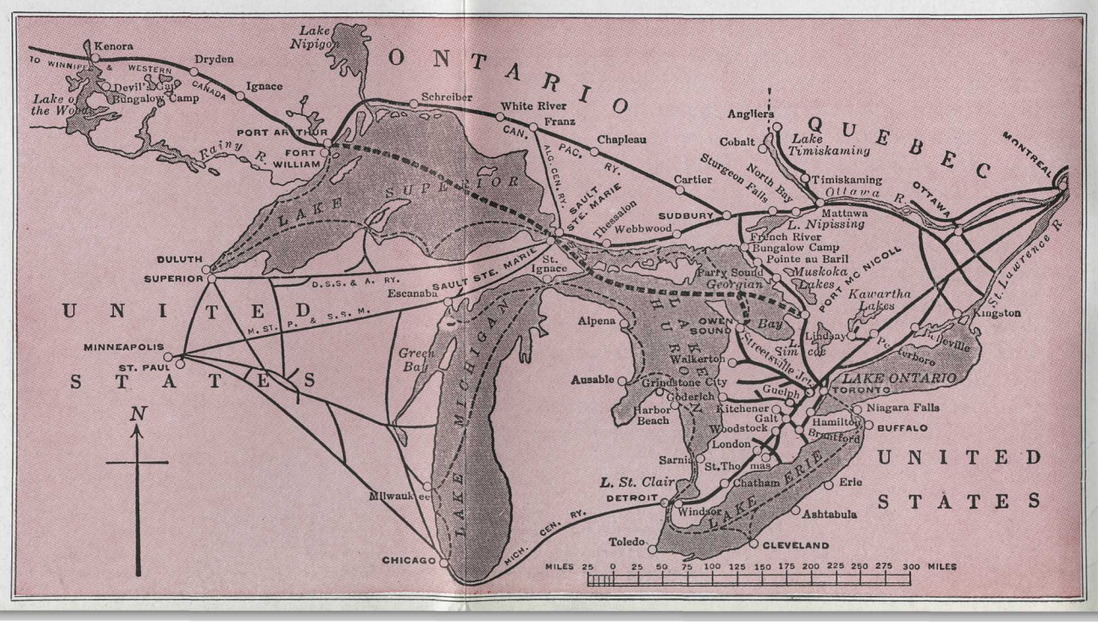
Port McNicoll

A few short hours from Toronto and your train rolls to a stop at Port McNicoll, just a step from the great white S.S. Keewatin or S.S. Assiniboia. Then, while you catch a brief glimpse of flowers in the foreground and grain elevators on the skyline, your baggage is whisked aboard. You follow, and wave from the sun deck as the liner floats away from the dock and you hear, trumpeting welcomingly, the bugle call to your first delicious shipboard dinner.

MARTYRS' SHRINE
Fort Ste. Marie, Ontario.

Situated only two miles from Port McNicoll, this famous Shrine marks the site of the historic Huron home of the Jesuit Martyrs of the 17th Century, and is now the scene of yearly pilgrimages for thousands.

CANADA WELCOMES U.S. CITIZENS . . . NO PASSPORTS!



Your route across the Great Lakes

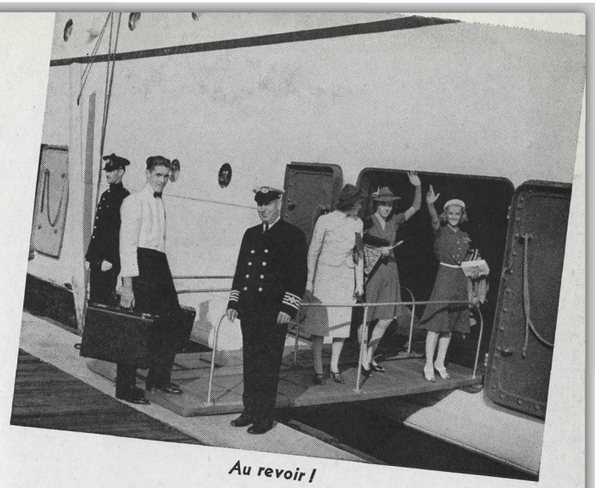
Lake Huron

NEW friends — developed with the speed that is one of the mysterious delights of shipboard life — join you in moonlight dancing on the deck to the pulsating rhythm of the ship's orchestra — or, if the Northern Lights are on display (as they so often are) what is more inspiring than to watch them march across the sky! Then a midnight snack to curb your breeze-sharpened appetite — and so to bed as your ship trails a silvery wake across sleeping Lake Huron.

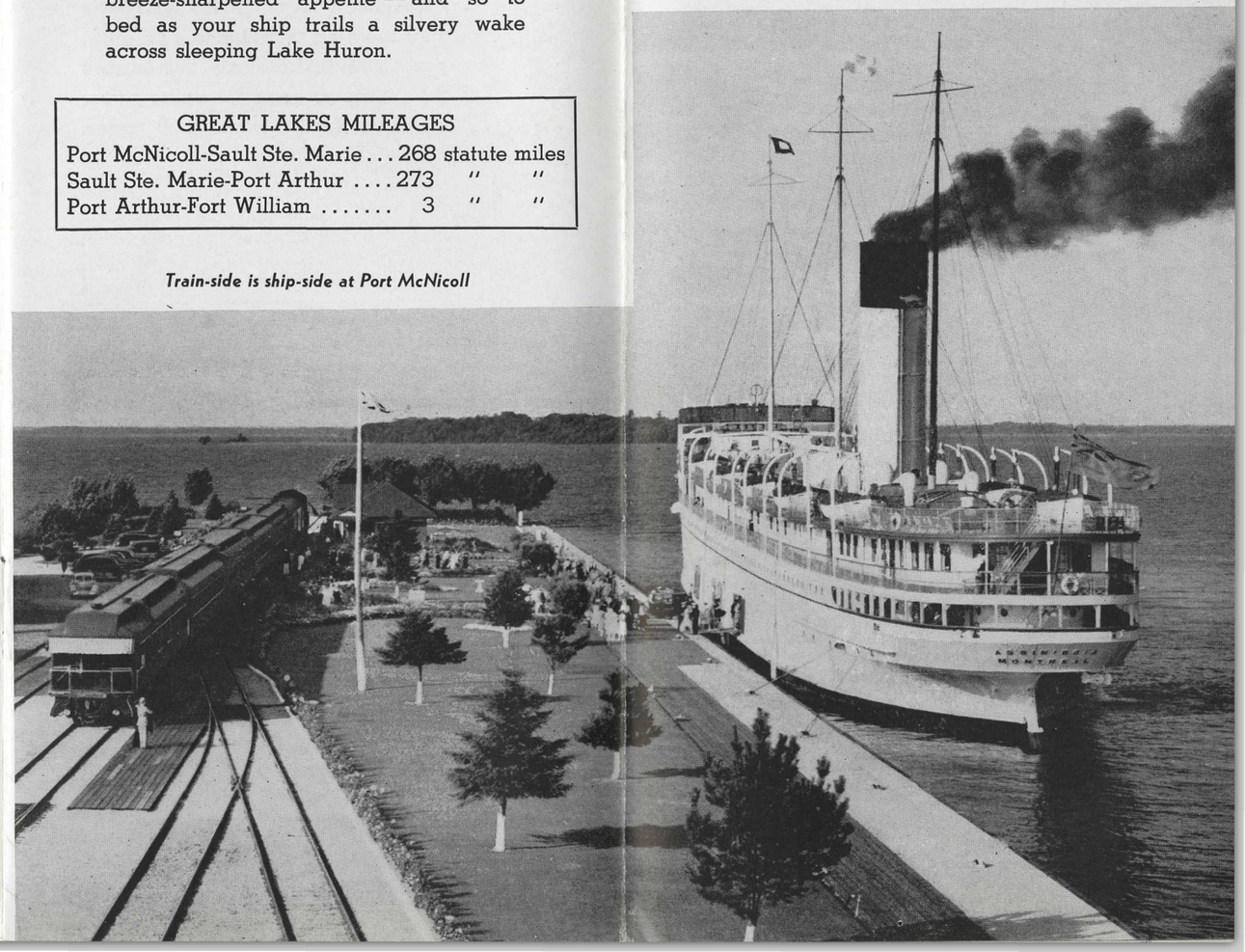
GREAT LAKES MILEAGES

Port McNicoll-Sault Ste. Marie . . .	268	statute miles
Sault Ste. Marie-Port Arthur	273	" "
Port Arthur-Fort William	3	" "

Train-side is ship-side at Port McNicoll



Au revoir!



Lake Superior

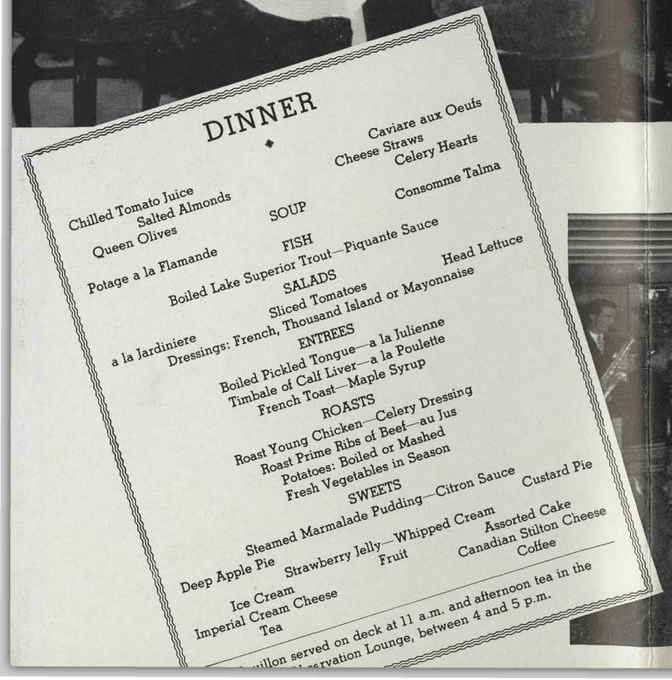
"ALL ABOARD!" You're off for Lake Superior, the biggest of them all! The huge locks lift the great ship like a baby in a cradle — the bridge ahead lifts upward in salute and you are on your way. Full speed ahead for the golden west!

AH! here are the rugged shores, the rocky ledges, the clear, sparkling water for which Lake Superior is famous. There are lumbering towns along those towering shore lines and copper in the distant hills.

Afternoon tea seems a long way behind in the exhilarating air when the bugle blows for dinner. Then there's a sunset that gloriously indicates why they called it the "Golden" west.

Tempting meals, tastefully served in the beautiful dining saloon, are a feature of your Great Lakes cruise

One of the deluxe twin bed staterooms



DINNER

Caviare aux Oeufs
Cheese Straws
Celery Hearts

Chilled Tomato Juice
Salted Almonds
Queen Olives

SOUP

Consomme Talma

Potage a la Flamande

FISH

Boiled Lake Superior Trout—Piquante Sauce

SALADS

Head Lettuce
Sliced Tomatoes
a la Jardiniere
Dressings: French, Thousand Island or Mayonnaise

ENTREES

Boiled Pickled Tongue—a la Julienne
Timbale of Calf Liver—a la Poulette
French Toast—Maple Syrup

ROASTS

Roast Young Chicken—Celery Dressing
Roast Prime Ribs of Beef—au Jus
Potatoes: Boiled or Mashed
Fresh Vegetables in Season

SWEETS

Steamed Marmalade Pudding—Citron Sauce
Custard Pie
Deep Apple Pie
Strawberry Jelly—Whipped Cream
Assorted Cake
Ice Cream
Fruit
Canadian Stilton Cheese
Imperial Cream Cheese
Coffee
Tea

...uillon served on deck at 11 a.m. and afternoon tea in the ...servation Lounge, between 4 and 5 p.m.

Dancing in the Observation Lounge

Thunder Cape, the "Sleeping Giant" of Indian legend

Canadian Pacific
GREAT LAKES
Steamship Service

SUMMER 1941

First trip from Port McNicoll and Fort William June 14

between **PORT McNICOLL - SAULT STE. MARIE**
PORT ARTHUR - FORT WILLIAM

via **GEORGIAN BAY - LAKE HURON - ST. MARY'S RIVER**
WHITEFISH BAY - LAKE SUPERIOR - THUNDER BAY

Whether you take a Great Lakes cruise as a trip in itself, or as a delightful interlude in your rail journey across the continent, the voyage between Port McNicoll and Fort William is memorable. During the summer, the great white ships of the Canadian Pacific provide a westbound sailing FROM PORT McNICOLL EACH WEDNESDAY AND SATURDAY and an eastbound sailing FROM FORT WILLIAM AND PORT ARTHUR EACH TUESDAY AND SATURDAY. As an alternate route for the trans-Canada passengers, a trip via the Great Lakes will prove most attractive and surprisingly inexpensive.

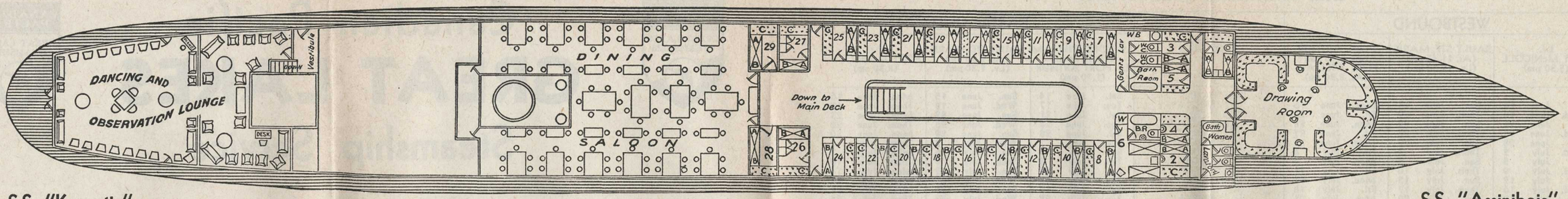
SOME FEATURES OF CANADIAN PACIFIC GREAT LAKES STEAMSHIPS "KEEWATIN" AND "ASSINIBOIA"

Clyde-built.
Highest class service and cuisine.
All rooms have running water, lights in each berth.
Each ship has seven attractive de luxe rooms with private bathrooms — five equipped with twin beds and two with double bed.
All public and private bathrooms have tile flooring, built-in bathtubs and showers.
Deck sports, including shuffleboard, bull board, deck quoits, bucket quoits and deck golf. Ping pong table indoors.
The Dancing and Observation Lounge — with large observation windows, lounge facilities and polished oak dance floor.
Orchestras for dancing and dinner music.
Barber, hairdresser and valet service available.

SIGHTSEEING EXCURSIONS

Interesting sightseeing trips are available at Sault Ste. Marie, Port Arthur and Fort William during stop-overs of Canadian Pacific steamships.

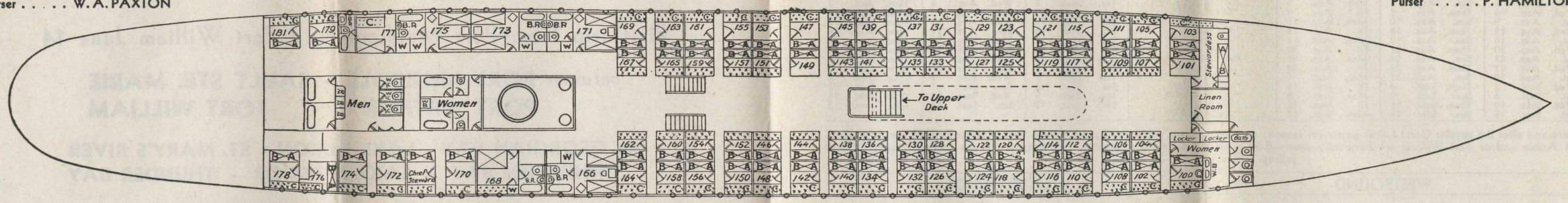
Steamships "KEEWATIN" and "ASSINIBOIA"



UPPER DECK

S.S. "Keewatin"
Captain . . . . . J. P. PEARSON
Purser . . . . . W. A. PAXTON

S.S. "Assiniboia"
Captain . . . F. S. MIDDLETON
Purser . . . . . P. HAMILTON



MAIN DECK

A indicates Upper Berth, B Lower Berth, C Sofa Berth, W indicates Wardrobe.

PASSENGER FARES — TRANSPORTATION, BERTHS AND MEALS

The Canadian Pacific S.S. "Keewatin" and S.S. "Assiniboia," link the rails of the transcontinental trip, and operate in passenger service from June 14 to September 13. Through first class fares via the Great Lakes Steamships between Fort William and points west thereof and Toronto and points reached through Toronto, are the same as by all rail, and only a small additional amount will require to be paid, as follows, for meals and berth on lake steamship, and separate meal and berth ticket obtained from Canadian Pacific Agent.

	BERTH IN Outside Room	Inside Room	
*Between Port McNicoll and Port Arthur or Fort William	$10.00	$9.00	In Each Direction
Between Port McNicoll and Sault Ste. Marie	5.00	4.50	
Between Sault Ste. Marie and Port Arthur or Fort William	5.00	4.50	

* Includes following meals : —

WESTBOUND — Dinner after embarking at Port McNicoll, and all meals up to and including breakfast on morning of arrival at Port Arthur or Fort William.
EASTBOUND — Lunch after embarking at Fort William or Port Arthur, and all meals up to and including breakfast on morning of arrival at Port McNicoll.
(Breakfast at attractive prices is served on board steamer at Fort William on morning of sailing.)

PORT TO PORT PASSAGE FARES

First Class adults' fares : —

	One Way	Round Trip	
Between Port McNicoll and Port Arthur or Fort William	$24.25	$43.50	Meals and Berth Extra, as shown above.
Between Port McNicoll and Sault Ste. Marie	11.50	20.00	
Between Sault Ste. Marie and Port Arthur or Fort William	12.75	23.50	

Children five years or over and under twelve will be charged half fare and half the separate meal and berth charge, provided each child shares a berth with an adult or two half fare children are berthed together.

For children under five years of age, when accompanied by parent or guardian or sharing berth with an adult or an older child, no charge will be made, except that children under five occupying seats at table will be charged as follows for meals :

Between Port McNicoll and Port Arthur or Fort William	$4.00	In Each Direction
Between Port McNicoll and Sault Ste. Marie	2.00	
Between Sault Ste. Marie and Port Arthur or Fort William	2.00	

If a child under five occupies a berth by itself, adult meal and berth rates will be charged. It will not be required to pay anything for transportation.

CLYDE - BUILT

Speed	15 knots
Gross Tonnage	3880
Net Tonnage	2486
Length	350 ft.
Breadth	43 ft.
Depth	15 ft.

DECKS :
Main, Upper and Sun Deck.

UPPER DECK — Each room except 1, 4, 5 and 6 has two berths and one sofa berth. Room 1 has four berths and a long seat. Rooms 4 and 5 have two berths and a long seat. Room 6 is De Luxe Room with twin beds and private bathroom.

MAIN DECK — All Inside Rooms except 101 and 149 have two berths and a long seat; Rooms 101 and 149 have two berths and a short seat only.
Each Outside Room except 166, 168, 171, 173, 175 and 177 has two berths and one sofa berth; Rooms 168 and 177 are De Luxe Rooms with double bed, sofa berth and private bathroom. Rooms 166, 171, 173 and 175 are De Luxe Rooms with twin beds and private bathroom.

SPECIAL EXCURSIONS

Circle Cruises are operated during the season at attractively reduced, all-inclusive fares; in addition, bargain excursions are frequently operated, in each direction, between Toronto-Sault Ste. Marie, and between Fort William-Port Arthur and Soo.

REDUCED AUTOMOBILE RATES

Automobiles, accompanied by one or more passengers each holding valid first class ticket, will be carried

Between Port McNicoll and Port Arthur or Fort William	$12.00	In Each Direction
Between Port McNicoll and Sault Ste. Marie	7.00	
Between Sault Ste. Marie and Port Arthur or Fort William	7.00	

Moderate charges for automobile trailers or house cars, according to overall length.

Reservations for space for automobiles, trailers or house cars should be made in advance, and delivery at port of embarkation should be made at least one hour in advance of sailing time.

It is not necessary that tanks be drained of gasoline.

BAGGAGE

150 lbs. of baggage will be carried free on each adult ticket and 75 lbs. on each half ticket. Steamer trunks not more than 14 inches in height may be placed in staterooms. Passengers will find it more convenient to allow trunks to be placed in the baggage room on board where they can be made readily accessible if desired, unless bonded.

(CONSULT ANY TICKET AGENT FOR FURTHER INFORMATION)

1941 SAILINGS and ITINERARY—STEAMSHIPS "KEEWATIN" and "ASSINIBOIA"
with connecting train services

WESTBOUND									EASTBOUND								
Lv. PORT McNICOLL (5.30 pm)			SAULT STE. MARIE (Ar. 11.45 am) (Lv. 12.30 pm)			PORT ARTHUR (Ar. 6.45 am) FORT WILLIAM (Ar. 8.30 am)			STEAMER	Lv. FORT WILLIAM (12.00 noon) Lv. PORT ARTHUR (1.30 pm)			SAULT STE. MARIE (Ar. 9.30 am) (Lv. 1.30 pm)			Ar. PORT McNICOLL (8.30 am)		
Sat.	June	14	Sun.	June	15	Mon.	June	16	"KEEWATIN"	Sat.	June	14	Sun.	June	15	Mon.	June	16
Wed.	June	18	Thurs.	June	19	Fri.	June	20	"ASSINIBOIA"	Tue.	June	17	Wed.	June	18	Thurs.	June	19
Sat.	June	21	Sun.	June	22	Mon.	June	23	"KEEWATIN"	Sat.	June	21	Sun.	June	22	Mon.	June	23
Wed.	June	25	Thurs.	June	26	Fri.	June	27	"ASSINIBOIA"	Tue.	June	24	Wed.	June	25	Thurs.	June	26
Sat.	June	28	Sun.	June	29	Mon.	June	30	"KEEWATIN"	Sat.	June	28	Sun.	June	29	Mon.	June	30
Wed.	July	2	Thurs.	July	3	Fri.	July	4	"ASSINIBOIA"	Tue.	July	1	Wed.	July	2	Thurs.	July	3
Sat.	July	5	Sun.	July	6	Mon.	July	7	"KEEWATIN"	Sat.	July	5	Sun.	July	6	Mon.	July	7
Wed.	July	9	Thurs.	July	10	Fri.	July	11	"ASSINIBOIA"	Tue.	July	8	Wed.	July	9	Thurs.	July	10
Sat.	July	12	Sun.	July	13	Mon.	July	14	"KEEWATIN"	Sat.	July	12	Sun.	July	13	Mon.	July	14
Wed.	July	16	Thurs.	July	17	Fri.	July	18	"ASSINIBOIA"	Tue.	July	15	Wed.	July	16	Thurs.	July	17
Sat.	July	19	Sun.	July	20	Mon.	July	21	"KEEWATIN"	Sat.	July	19	Sun.	July	20	Mon.	July	21
Wed.	July	23	Thurs.	July	24	Fri.	July	25	"ASSINIBOIA"	Tue.	July	22	Wed.	July	23	Thurs.	July	24
Sat.	July	26	Sun.	July	27	Mon.	July	28	"KEEWATIN"	Sat.	July	26	Sun.	July	27	Mon.	July	28
Wed.	July	30	Thurs.	July	31	Fri.	Aug.	1	"ASSINIBOIA"	Tue.	July	29	Wed.	July	30	Thurs.	July	31
Sat.	Aug.	2	Sun.	Aug.	3	Mon.	Aug.	4	"KEEWATIN"	Sat.	Aug.	2	Sun.	Aug.	3	Mon.	Aug.	4
Wed.	Aug.	6	Thurs.	Aug.	7	Fri.	Aug.	8	"ASSINIBOIA"	Tue.	Aug.	5	Wed.	Aug.	6	Thurs.	Aug.	7
Sat.	Aug.	9	Sun.	Aug.	10	Mon.	Aug.	11	"KEEWATIN"	Sat.	Aug.	9	Sun.	Aug.	10	Mon.	Aug.	11
Wed.	Aug.	13	Thurs.	Aug.	14	Fri.	Aug.	15	"ASSINIBOIA"	Tue.	Aug.	12	Wed.	Aug.	13	Thurs.	Aug.	14
Sat.	Aug.	16	Sun.	Aug.	17	Mon.	Aug.	18	"KEEWATIN"	Sat.	Aug.	16	Sun.	Aug.	17	Mon.	Aug.	18
Wed.	Aug.	20	Thurs.	Aug.	21	Fri.	Aug.	22	"ASSINIBOIA"	Tue.	Aug.	19	Wed.	Aug.	20	Thurs.	Aug.	21
Sat.	Aug.	23	Sun.	Aug.	24	Mon.	Aug.	25	"KEEWATIN"	Sat.	Aug.	23	Sun.	Aug.	24	Mon.	Aug.	25
Wed.	Aug.	27	Thurs.	Aug.	28	Fri.	Aug.	29	"ASSINIBOIA"	Tue.	Aug.	26	Wed.	Aug.	27	Thurs.	Aug.	28
Sat.	Aug.	30	Sun.	Aug'	31	Mon.	Sept.	1	"KEEWATIN"	Sat.	Aug.	30	Sun.	Aug.	31	Mon.	Sept.	1
Wed.	Sept.	3	Thurs.	Sept.	4	Fri.	Sept.	5	"ASSINIBOIA"	Tue.	Sept.	2	Wed.	Sept.	3	Thurs.	Sept.	4
Sat.	Sept.	6	Sun.	Sept.	7	Mon.	Sept.	8	"KEEWATIN"	Sat.	Sept.	6	Sun.	Sept.	7	Mon.	Sept.	8
Wed.	Sept.	10	Thurs.	Sept.	11	Fri.	Sept.	12	"ASSINIBOIA"	Tue.	Sept.	9	Wed.	Sept.	10	Thurs.	Sept.	11
Sat.	Sept.	13	Sun.	Sept.	14	Mon.	Sept.	15	"KEEWATIN"	Sat.	Sept.	13	Sun.	Sept.	14	Mon.	Sept.	15

Before and after the regular Great Lakes passenger season, as shown above, special sailings between Port McNicoll, Sault Ste. Marie and Port Arthur and/or Fort William are frequently arranged to provide for freight shipments. Passengers will be accommodated on such sailings, when space is available.

WESTBOUND

Lv. Toronto	C.P. S.S. Special	2.10 pm E.T.				Wed. Sat.
Ar. Port McNicoll	"	5.15 pm E.T.				" "
Lv. PORT McNICOLL	Steamship	5.30 pm E.T.				" "
Ar. SAULT STE. MARIE	"	11.45 am E.T.				Thu. Sun.
Lv. SAULT STE. MARIE	"	12.30 pm E.T.				" "
Ar. PORT ARTHUR	"	6.45 am E.T.				Fri. Mon.
Ar. FORT WILLIAM	"	8.30 am E.T. (7.30 am C.T.)				" "
		(See Note A)				
		No. 1	No. 3	No. 7		
Lv. Fort William	C.P.R. train	*8.15 am	10.05pm	10.25pm	C. T.	Daily
Ar. Winnipeg	"	8.00pm	9.00 am	9.20 am	C. T.	"
Ar. Calgary	"	10.15pm	7.50 am	8.45 am	M.T.	"
Ar. Banff	"	1.35 am	11.10 am	11.40 am	M.T.	"
Ar. Vancouver	"	10.30pm	8.35 am	8.55 am	P. T.	"

EASTBOUND

		(See Note B)			
		No. 4	No. 8		
Lv. Vancouver	C.P.R. train	7.15pm	7.35pm	P. T.	Daily
Lv. Banff	"	5.35pm	6.15pm	M.T.	"
Lv. Calgary	"	8.15pm	8.55pm	M.T.	"
Lv. Winnipeg	"	6.45pm	7.05pm	C. T.	"
Ar. Fort William	"	5.25 am	5.45 am	C. T.	"
Lv. FORT WILLIAM	Steamship	12.00 n'n E.T.			Sat. Tue.
Lv. PORT ARTHUR	"	1.30 pm E.T.			" "
Ar. SAULT STE. MARIE	"	9.30 am E.T.			Sun. Wed.
Lv. SAULT STE. MARIE	"	1.30 pm E.T.			" "
Ar. PORT McNICOLL	"	8.30 am E.T.			Mon. Thu.
Lv. Port McNicoll (Dock)	C.P. S.S. Special	8.45 am E.T.			" "
Ar. Toronto	"	11.30 am E.T.			" "

Standard Time governing rail and steamship schedules: E.T. – Eastern Time; C.T. – Central Time; M.T. – Mountain Time; P.T. – Pacific Time.

NOTE A:—

TRAIN No 1:

Connects with steamers arriving Fort William.

During July and August, on arrival days of steamers at Fort William, air-conditioned standard sleeper is operated through to Banff, where car is parked for occupancy until 8.00 a.m. On same days, air-conditioned dining car is operated from Fort William to Winnipeg.

Cafe-Parlor car carried from Fort William to Calgary.

Observation-Lounge car operated Fort William to Winnipeg, on arrival days of steamers.

Also carries coaches and tourist sleeper Fort William to Vancouver.

*Prior to April 27 leaves Fort William 7.50 a.m.

TRAIN No. 3:

June 23 to Sept. 7 (ex Fort William) — operates to Vancouver and carries only coaches, tourist sleepers and diner. Other equipment handled in No. 7.

Balance of year — operates to Vancouver — carries only coaches, tourist sleepers and diner to Winnipeg (other equipment handled in No. 7), and all classes of equipment Winnipeg to Vancouver.

TRAIN No. 7:

June 23 to Sept. 7 (ex Fort William) — operates to Vancouver and carries only standard sleepers and diner. Other equipment handled in No. 3.

Balance of year — operates to Winnipeg, and carries only standard sleepers and diner. All cars handled in No. 3 from Winnipeg to Vancouver.

NOTE B:—

TRAIN No. 4:

June 23 to Sept. 6 (ex Vancouver) — operates to Fort William and carries only coaches, tourist sleepers and diner. Other equipment handled in No. 8.

Balance of year — operates to Fort William — carries all classes of equipment Vancouver to Winnipeg but only coaches, tourist sleepers and diner Winnipeg to Fort William (other equipment handled in No. 8).

TRAIN No. 8:

June 23 to Sept. 6 (ex Vancouver) — operates to Fort William and carries only standard sleepers and diner. Other equipment handled in No.4.

Balance of year — operates Winnipeg to Fort William and carries standard sleepers and diner only. Other equipment handled in No. 4.

Occupancy at Fort William until 8.00 a.m. in air-conditioned Winnipeg-Fort William sleeper, operated daily.

Breakfast at attractive prices is served on board steamer at Fort William on morning of sailing.

Coaches and air-conditioned Parlor Cars operated in Steamship Special train between Toronto and Port McNicoll.

SEE CURRENT TIME TABLE FOLDERS FOR PARTICULARS OF EQUIPMENT OPERATED AND COMPLETE TRAIN SERVICE

PRINTED IN CANADA

Fort William-Port Arthur

Sunny beach, Chippewa Park, Fort William

© F.W.T.B.

Port Arthur

©F.G.L.

ON into the west as the rising sun glints on your wake! Silver Islet and Thunder Cape with its "sleeping giant" pass in review. Then well-named Welcome Island and soon the gleaming twin cities of Canada's Lake Head — Port Arthur and Fort William. Here, as you approach, you see the huge terminal elevators with their stores of precious wheat. Here is a grand, open-air resort area. Kakabeka Falls, a great picnic ground, is close by. Chippewa Park offers comfortable tourist lodges and an attractive bathing beach. In the Chippewa Park Zoo, established on an ancient Indian Reserve, are wild animals and birds native to the district — bear, moose, fox, crane, loon and heron. But it is time for farewells — some of us step ashore to go westward across the plains — some stay aboard to enjoy the return voyage — all have enjoyed a memorable experience — the many thrills of a luxury cruise on inland seas.

On to the West

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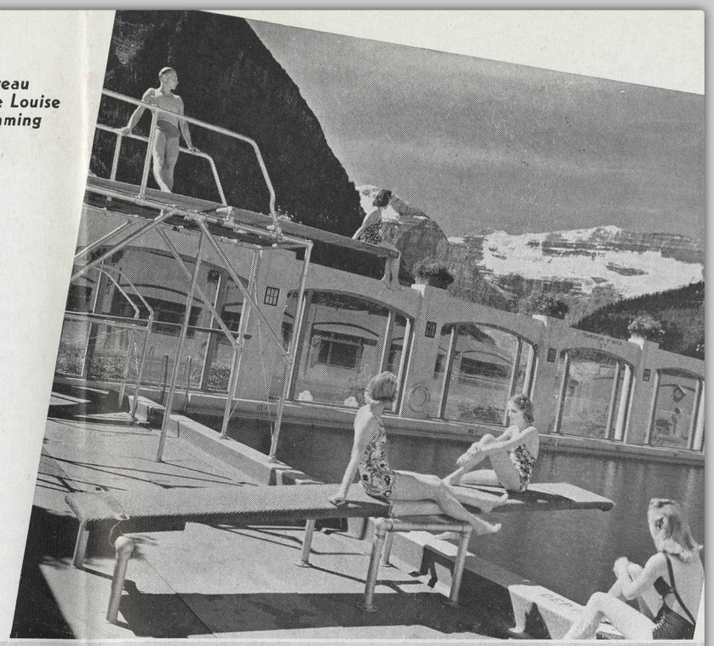
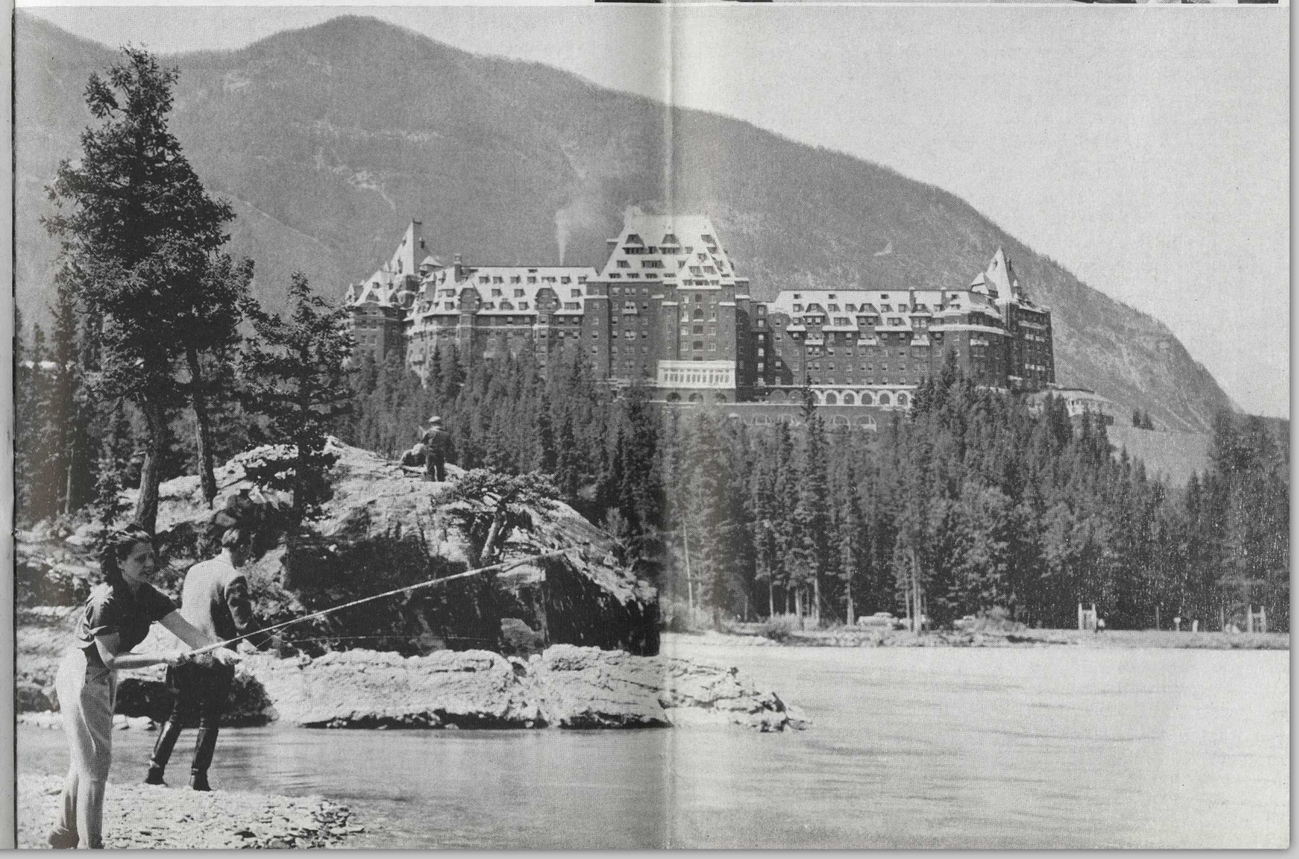
on to the Rockies

THE twin tracks of steel that point glitteringly westward beckon you to follow them to the magic playgrounds of the vast Canadian Rockies. Here, peaks are piled on peaks to snow-capped summits in the sky . . . wondrous names in the memories of all who have visited them. Here we hike the fragrant trails — climb challenging mountains — bathe in warm sulphur and cool fresh water swimming pools — play mile-high golf on a championship course — visit the breath-taking Columbia Icefield — dance . . . in all the world there's no greater joy than the majesty, the beauty and the thrill of living in the great Canadian Rockies!

Chateau Lake Louise swimming pool



Baronial Banff Springs Hotel



The Historic Great Lakes Route

(Adapted from the notes of the late Captain James McCannel, former Master of the Canadian Pacific Steamship "Assiniboia")

THE five "Great Lakes" of the North American continent (Superior, Michigan, Huron, Erie and Ontario) are really fresh-water inland seas. They are drained ultimately by the St. Lawrence River, which — with its tributaries— flows to the Atlantic Ocean with the waters of a basin nearly 500,000 square miles in size. 2,200 miles is the distance from the head of Lake Superior to tide-water in the Gulf of St. Lawrence.

From time immemorial these waterways were traversed by Indians in their birch bark canoes, sometimes in peace and often in war. The first white men to visit these inland seas came up by river and lake in the birch bark canoes of the Indians, which were light in construction and easily carried over the portages. In 1615 Samuel de Champlain journeyed from Montreal by way of the Ottawa River, Lake Nipissing and French River to Georgian Bay, and landed in what is now known as Penetanguishene Bay. He was soon followed from time to time by other explorers who had penetrated further westward and sometime during the summer of 1623 Etienne Brulé arrived at what is now Sault Ste. Marie, and was the first white man to gaze on Lake Superior, the largest and finest body of fresh water in the world.

In 1649 Fathers Brébeuf and Lalemant were tortured and murdered by the savage Iroquois near Georgian Bay, and farther away — near the Blue Mountains of Collingwood — Fathers Daniel and Garnier met a similar fate. A short distance from Port McNicoll a beautiful shrine has been erected to commemorate the death of these martyrs. Now, during the summer, thousands of pilgrims visit this shrine. Farther down the Bay is the site of a former military and naval station, selected in 1796 by Governor Simcoe and occupied by some of the most famous regiments of the line.

Radisson and Groseillers made a survey of Lake Superior in 1660 and 1661 and about the same time the Jesuits established their first mission on this lake. Some years later Joliet was sent to investigate the copper deposits reputed to exist there, and in 1678 Du Lhut established a fur trading post on the present site of Fort William.

With the arrival of settlers, first from France, and later from the British Isles, [who usually located along the shores of the lakes and rivers] it was soon found that the canoes were not large enough to take care of the growing commerce of the new world, and consequently they began building sail boats, which increased in size as the trade warranted. In the early years of the last century men began to build steamboats of various types and designs, as it was found that sail could not always give the service necessary, and by the middle of the century it was a race between sail and steam, as to which would be supreme. Sailormen looked with disdain on steamboats and did not take kindly to that mode of propulsion, but eventually steam succeeded in driving sailing ships out of business. During the '60's and '70's sailing ships reached their zenith and from that time on began to decline. We find in the early 70's there were over 1,400 sailing vessels registered in Canada and the United States, and from 1848 to 1875 many of these made successful ocean voyages clearing from lake ports with grain, square timber, lumber, staves, spars, copper and silver ore for British ports. One brig, the "SEAGULL", loaded farm implements at Toronto for Cape Town, and during the same years British and Norwegian ships came up to the Great Lakes ports.

To the west of the Great Lakes were two great fur-trading companies. The Hudson's Bay Co., receiving the goods necessary for the trade, transported them from England in their own ships to York Factory and then sent them inland by canoe and York boats. The North West Co., composed largely of Highland Scots from Montreal, was a great rival to the former, and every spring brigades of canoes were loaded at Lachine and these hardy voyageurs paddled every mile of navigable water, coming up by the Ottawa River, Lake Nipissing, the French River, coursing along the shores of Georgian Bay, the North Channel, Soo River, around the north shore of Lake Superior to the Grand Portage; and then loaded into the north canoes, which were much smaller, and carried by lakes and rivers to the remote posts on the western plains. At the rapids and waterfalls all this freight had to be unloaded and carried across on the backs of the men; a very laborious work. These two companies were merged in 1821.

Today the scene is changed. The steamship now carries on the work, and modern skill has succeeded in designing a class of vessel most suited to the trade. The white-sided, Clyde-built steamships of the Canadian Pacific Great Lakes fleet maintain a convenient service between Port McNicoll and Fort William for the passenger and freight trade. Travellers who make a trip by the Great Lakes will be well repaid. There is no finer trip anywhere in the world than from Port McNicoll to Fort William on one of the staunch Canadian Pacific steamers, a distance of 544 miles over an enchanting lake and river route.

This booklet describes a westbound cruise from Port McNicoll to Port Arthur and Fort William— the voyage in the opposite direction follows the same interesting route and is equally attractive.

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Visitors from the United States are assured of a friendly welcome at the Canadian border and throughout the Dominion. United States citizens do not require passports to cross the Canadian boundary in either direction, but identification papers, such as voters registration cards, birth certificates, or letters from public officials are always helpful in establishing status, and naturalized citizens are advised to carry their naturalization certificates if at all possible. Canadian and other non-citizen residents of the United States are advised to apply in advance through the nearest United States Immigration and Naturalization office for re-entry permits to facilitate their return from visits to Canada.

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