The Thousand Islands, Rapids, Montreal, Quebec, Saguenay River.

1909 is the Centenary of Steamer Navigation on the St. Lawrence River.
FROM Niagara Falls the Niagara River dashes down for fourteen miles through a gorge excavated by itself, passing Lewiston, on the American side, and Queenston, on the Canadian side. From the Falls to Lewiston communication is by New York Central Railroad or Niagara Gorge Electric Railway, also from the Falls to Niagara-on-the-Lake, by Michigan Central R. R.

**Niagara Gorge.** The Great Gorge Route trip is one of the principal features of a visit to Niagara Falls. Observation cars are run for seven miles through the beautiful Niagara Gorge, in full view of the Rapids and Whirlpool.

From Lewiston, Queenston, and Niagara-on-the-Lake the steamers of the Niagara Navigation Company run across Lake Ontario to Toronto. Other routes from the Falls to Toronto are by Grand Trunk via Hamilton or electric railway to Port Dalhousie and steamer.

Connection can also be made via New York Central R. R. to Charlotte, thence steamer, but this route does not permit stop-over at Clayton, Frontenac or Alexandria Bay.

The Richelieu & Ontario Navigation Co. has an Information Bureau at No. 6 Cataract Hotel Block, Niagara Falls, N. Y.

The Richelieu & Ontario Navigation Co.'s Tourist Steamers leave Toronto daily during the summer, running via Lake Ontario, the American channel by daylight, through the Thousand Islands and all the Rapids to Montreal.

**Kingston, Ont.** is the principal fortified point west of Quebec. [Passengers should arrange to be called after leaving. Breakfast is served shortly after, and the Thousand Islands scenery proper can then be enjoyed without interruption.]

The steamer leaves, going east, at 6:00 a. m., and after rounding Cedar Island with its Martello tower, commences the descent of the River St. Lawrence. Wolfe Island is on the right, Milton, the "Spectacles," and Howe Islands are passed on the left, and at the east end of Wolfe Island the Thousand Islands proper begin. There are three main channels through the islands: one along the north, or Canadian shore; the middle channel, near the boundary line; and the South, or American channel, along the shores of New York State.

**The River St. Lawrence.** together with the great lakes, forms the grandest system of inland navigation in the world. It extends from the head waters of Lake Superior to Cape Gaspe, on the Atlantic Ocean, a distance of 2,100 miles.

The total area of the St. Lawrence Basin is about 510,000 square miles, of which the United States owns 187,440 and Canada 322,560 square miles. The total length of the river from Kingston to Point des Monts is 688 miles. The great lakes and St. Lawrence form a natural boundary line between the United States and Canada, ending near Cornwall, Ontario, from which point the river runs entirely through Canadian territory. Throughout its entire length the St. Lawrence has the clearness and purity of a mountain spring.

**Thousand Islands.** Are 1,692 in number and extend from Lake Ontario to Prescott, fifty miles. From the deck of the Richelieu Co.'s steamers the traveler has a glorious opportunity of viewing the ever-changing attractions of this wonderful natural panorama. Every turn of the boat brings new views, new scenes and new life.

Many of the islands are owned by wealthy people, who have built fine residences and laid out tasteful grounds.

The scenery by day is grand and inspiring, while the illuminations, the music, the flashing boats, and the festivities by
Many the Company's quick ironstone, Twelve we channel then land Pullman.

Opposite Prescott is Ogdensburg, N. Y., and below, on Point Airy, the New York State Insane Asylum.

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

The Gallops and the Rapids du Plat are the first and least exciting, though they afford sufficient change from the smooth surface and steady current of the upper river to give a suggestion of the fierce-ness and grandeur to come.

Long Sault Rapids come next. These are the first of the great rapids, nine miles in length, with a fall of 48 feet and considered the greatest of them all, containing the heaviest swells on the river, especially in one part known as the "Cellar." Waves dash in air as they meet steadfast opposition from treacherous reefs or are hurled back to meet the force of rushing waters. The sensation experienced on board the steamer is most thrilling. The vessel suddenly shoots forward, then there is a sudden sinking; those experienced in sea and lake voyages naturally expect that the boat will rise again, but it does not. Again it rushes forward and again the sinking is felt, as if the vessel had ceased to struggle.

Cornwall, Ont. Here the center of the river ceases to be the boundary between Canada and the
United States. For the next thirty miles, the river widens into

Lake St. Francis. At the foot of the lake on the left is

Coteau Landing, Que., where the little white houses and the big church denote that we are now in French Canada. After passing the village, we enter the Coteau Rapids. The channel through this group of rapids is very tortuous, winding in and out amongst the islands, and crossing from bank to bank. At times the steamer almost brushes the trees on shore, and the speed with which the steamer rushes past the shore is an indication of the swiftness of the current. Seven miles further on are

Cedar Rapids, considered by those familiar with the river to be the most beautiful of all the rapids. On the left, as we descend these rapids, is "Cedar Island," and on the right "Hell's Hole," the most turbulent spot in the river. A few minutes brings us to

Split Rock Rapids, really the most difficult to navigate of them all, immediately after which comes the Cascade Rapids, with their white crests. The fall of these last four rapids is eighty-four feet in eleven miles. The Soulange Canal parallels the river on the north side from Coteau to Cascade Point, and is a most interesting sight, being massively built of stone; operated and lighted by electricity. The river for the next twelve miles widens out, and is called Lake St. Louis, at the east end of which, on the north side, is the town of Lachine, and opposite the village of the Caughnawaga Indians. We soon pass under the Lachine Railway bridge, and shortly afterwards are dashing through the

Lachine Rapids, the last of the chain, with a fall of forty-five feet. The channel through the Lachine rapids is narrow and tortuous, until the river broadens and calms itself, as it sweeps under the Victoria Bridge to Montreal.

The steamer here transfers passengers to the company's steamers for Quebec and the Saguenay, and we advise those who intend visiting Quebec and the Saguenay to make this transfer now, and continue their journey, stopping over at Montreal on their return.

Montreal, Que. (R. & O. ticket office, 128 St. James Street, opposite postoffice), the commercial metropolis of Canada, founded in 1642; named from Mount Royal, the mountain behind the city. The first church, Notre Dame de Bonsecours, was built in 1657. A visit to the Chateau de Ramezay, the Church of Notre Dame, St. James Cathedral (on the plan of St. Peters at Rome), Mount Royal Park, and many other places, will be found interesting. Historic spots in the older portions of the city are marked by marble tablets. Montreal is the headquarters for ocean shipping, and is the principal financial and business center of Canada, and one of the wealthiest cities of its size in America. Its universities, hospitals and public buildings are beautiful architecturally, and the entire city has an appearance of wealth and solidity. The St. Lawrence canals, between Kingston and Montreal, have a capacity to pass vessels 255 feet long, 45 feet wide and 14 feet draft of water, the same as the Welland Canal between lakes Erie and Ontario.

The company's steamers between Montreal and Quebec are very fine and large, with double tiers of staterooms. (See description of new steamers at end of folder.) They leave Montreal at 7.00 p.m. Dinner is served after leaving. The cool breezes of the river, the tranquil scenery, as Longueil, Boucherville, Varennes and Vercheres, are passed in rapid succession, make this portion of the trip very enjoyable.

Sorel, at the mouth of the Richelieu River, the northern outlet from Lake Champlain, is the first stop. For the next thirty miles the river widens out into Lake St. Peter and at the foot of the lake a stop is made at

Three Rivers, near the delta of the St. Maurice River. It was the third of the French settlements, having been founded in 1618, the first two being Tadousac and Quebec, and the fourth Montreal. It is at the head of tidewater on the St. Lawrence.

Batiscan, at the mouth of the Batiscan River, is the next stop, and from here onward the St. Lawrence increases greatly in depth and boldness. Twelve miles west of Levis, on the south shore, we pass the mouth of the Chaudiere River. The ruins of the great Quebec bridge, which collapsed in August, 1907, are seen at this point.

Levis, opposite Quebec, is a city whose fortifications are only second to those of Quebec.

Quebec, capital of the province. In 1535 Jacques Cartier sailed from France to discover a new way to the Indies. He sailed up the magnificent river and called it the St. Lawrence, and anchored at a little tributary, which he called St. Croix. After visiting Hochelaga (Montreal), he wintered here and returned to France the following spring. In 1608 Samuel de Champlain planted the fleur-de-lis of France on the heights of Quebec, and became the real founder of New France. In 1629 Quebec fell into the hands of the British, but with the rest of the country was restored to the French in 1632. In 1660 the British again attacked it and failed, but in 1759 were successful under Wolfe, when he and the French general, Montcalm, fell in the battle of the Plains of Abraham. The whole of Canada then passed into the hands of the British. On
THE LOWER ST. LAWRENCE BY DAYLIGHT

December 31, 1775, the American general, Montgomery, made an unsuccessful assault on the city, and was slain. Quebec is the principal military station in Canada, and, next to Gibraltar, the strongest fortified position in British territory. A walled fortification, with gates, surrounds the old city; the fortifications and best residence portion, or "Upper Town," are on the high land, and the business part and the older portion of the city are at the base of the cliff, on the St. Lawrence, around the point and along the bank of the St. Charles. The citadel is on the highest point, facing the St. Lawrence, 340 feet above the river, and a wall from the citadel runs along the top of the promontory to a point near the roadway, between upper and lower town. Inside of this is the famous public promenade, known as Dufferin Terrace, and at the east end of this terrace is that splendid hotel, the "Chateau Frontenac," unique in character and design, and a noble adjunct even to so grand a spot. In all its phases; in the approach by the river from the west; in the departure going east; from the citadel, the terrace, or from the chateau; looking down on the houses and ships and water beneath, and across to Levis, and out on the winding river toward the sea; in the narrow, precipitous stairs and streets, and queer old crannies built against the cliff; in its shade and blend of green, and impregnating the salt air with their wholesome fragrance. All along this route are scenes of beauty and grandeur, which are missed by the tourist unless the round trip is made by steamer from Quebec.

Mount Ste. Anne, 2,700 feet in height, with the world-famed shrine nestled at its foot, is seen in passing the east end of the Isle of Orleans, and a short distance beyond is Cape Tourmente, 2,000 feet in height. Here salt water begins, and the river widens until it assumes the proportions of an inland sea. Burnt Cape, Cape Rouge and Cape Griboule—2,200 feet in height—are passed; then comes Cape Mailand, and five miles below our steamer enters the beautiful mountain-enclosed

Baie St. Paul, sentinelled on the west by Cape La Baie and on the east by Cape Corbeau. After leaving Baie St. Paul, Isle aux Coudres is passed on the right.

Les Ebolements is picturesquely situated high up on the side of Mount Ebolements, which looms 2,700 feet above the river, and after calling at this port the steamer proceeds past beautiful bays and mountain capes towards another Lower St. Lawrence beauty spot,

St. Irenee, one of the most charming and healthful resorts on the river, possessing a number of fine summer homes and an attractive hotel near the wharf.

Murray Bay, the most popular watering place on the Lower St. Lawrence, where the Richelieu & Ontario Navigation Company operates its splendid "Manoir Richelieu," the largest and best-equipped summer hotel in Canada. Golf, fishing, sailing,
and all the popular amusements may be enjoyed, and the drives are numerous and charming. Murray Bay is especially noted for its bracing and health restoring atmosphere, the climate being a combination of mountain and sea air.

Cap a L'Aigle, six miles farther down, is another growing resort. At all the Lower St. Lawrence resorts summer cottages may be rented or board obtained at very reasonable figures.

St. Simeon, a quaint, picturesque village, near which are many mountain lakes, well stocked with speckled trout.

Tadousac, at the mouth of Saguenay River. Jacques Cartier anchored here under the shelter of Hare Island. It was the first settlement made by the French. Here there is another large and excellent hotel, owned and operated by the company—"The Tadousac." Immediately in front of the hotel there is a beautiful sandy beach. The grandeur of the scenery is a continual source of enjoyment. The atmosphere is especially bracing, and hay fever is unknown. After a couple of hours' stop the steamer proceeds quietly up the Saguenay River, during the night, the trip being enhanced by the use of the steamer's searchlight.

Chicoutimi is at the head of navigation on the Saguenay. The Chicoutimi River here joins the Saguenay. From Lake Kenogami, seventeen miles from Chicoutimi, this river falls 486 feet.

Roberval is sixty miles from Chicoutimi by rail, on the west shore of Lake St. John.

The Saguenay River. Arrival and departure in the morning at Chicoutimi varies with the tide. About an hour's stop is made here, after which the steamer makes her start for a daylight trip down the dark and mysterious river. Opposite Chicoutimi is St. Anne de Chicoutimi, then comes Point Roches, Point au Pin, Cape Jasseaux and High Point, and soon we pass the Isles Petites, at which point the spring tides rise eighteen feet, and the steamer rounds Cape West and enters Ha Ha Bay, at the head of which is

St. Alphonse, a little village at the edge of civilization in the north. Facing Ha Ha Bay is Cape East, and six miles below is a point called La Descente des Femmes, and six miles east is a remarkable vertical rock called La Tableau.

After St. Alphonse settlement ceases, and then, as every mile is passed, the great river continues to grow more solemn and more grand, until the climax is reached at

Capes Trinity and Eternity, about midway between Chicoutimi and Tadousac. They are on the south side, and about 2,000 feet in height, and face one another with a small bay between. Trinity is the more westerly of the two, and, while one mountain, it has three elevations, as seen from the Saguenay, hence its name. Its east side, on the little bay, is bare, perpendicular rock, and as you gaze up its unbroken steep, it appears as if it might fall over and crush the steamer. From the capes to Tadousac the scenery is of the grandest possible description. Six miles east of the capes, on the same side, is Bay St. John, and a short distance farther east the Little Saguenay flows in from the south. About seven miles farther, on the north side, is the mouth of the Marguerite, a fine salmon river; then comes St. Etienne Bay, Fass Pierre Islands, and Point la Boule, and then the mouth of the Saguenay itself, with Point aux Bouleaux guarding the west, and Point aux Vache the eastern side of the entrance. The landing at Tadousac is in a little bay called Anse a L'Eau, and the trip through the dark waters of the Saguenay is over; it is termed a river, but its stupendous depth, given by some authorities as a mile and a half in places, indicates no ordinary channel cut by surface water or river, but rather a great rift, the result of some volcanic convulsion, which split the mountains asunder and left this immense chasm, which the waters were compelled to fill before they could find further vent. As the steamer generally arrives at Tadousac early in the afternoon, ample time is given for a visit to the government salmon hatchery, the little old church, the first in Canada, and Dwight's Park. On the following morning the tourist is again in Quebec, with the day before him before taking steamer in the evening for Montreal.

Passengers arriving in Quebec early in the morning may occupy their staterooms until 8:00 o'clock.

R. & O. HOTELS

Manoir Richelieu (250 rooms, many with bathrooms), owned and operated by the R. & O. N. Co., is designed to fill the need of a high-class summer resort hotel on the Lower St. Lawrence, amid the Laurentian Mountains. No expense has been spared in furnishings, and the cuisine is of the highest class. In connection with the hotel are tennis lawns, golf links, bowling alleys, billiard rooms, etc., also a large swimming pool, 42 x 62 feet, constantly supplied with salt water at a suitable temperature for bathing. For booklet address H. M. Paterson, Manager, Manoir Richelieu, Murray Bay, Quebec (until June 15th at Company's office, Montreal).
THE Richelieu & Ontario Navigation Co.

"The All Water Route"

NIAGARA TO THE SEA

THE THOUSAND ISLANDS OF THE ST. LAWRENCE RIVER Reached by the RICHELIEU & ONTARIO NAVIGATION CO.
THE FINEST INLAND WATER TRIP IN THE WORLD.

Tadousac Hotel, Tadousac, Que.

**Tadousac Hotel.** Tadousac is one of the most picturesquely situated villages on the Lower St. Lawrence, and here the Company maintains another attractive summer hotel, which possesses golf links, tennis lawns, bowling alleys, etc., and which is particularly attractive as a family resort. Salmon and trout fishing may be enjoyed in the immediate neighborhood and reliable guides are always obtainable. The Company has leased five lakes, six miles by road, from Tadousac, where splendid trout fishing may be had. A camp has been built for the exclusive use of guests of the hotel and the trip can be made with ease, F. B. Bowen, Manager, Tadousac Hotel, Tadousac, Quebec (until June 15th, care of R. & O. N. Co., Montreal).

New Steamers “Montreal” and “Quebec”

The company has built these new steamers to run between Montreal and Quebec. They are not excelled by any steamers on inland waters in luxury and up-to-date conveniences and comforts.

They have dining rooms on the main deck aft. Forward of the dining room is the entrance hall, with the Purser’s office and baggage room on one side and café on the other.

The entrance hall of the “Montreal” has rubber-tiled floor and is paneled in dark mahogany relieved by large bronze pictures in relief.

The arrangement of the upper saloons and staterooms is much the same as on the steamer “Kingston.” The main stairway to the upper saloon is in the entrance hall, and in front of the landing space at the top of the stairway is the stairway to the gallery deck. The total number of staterooms is 260, including twenty parlor rooms with bath rooms attached.

The stair and gallery railings are of bronze leaf work. The furniture is of dark mahogany and green plush, and it, as well as the general ornamentation of the upper saloon is in Louis XV style. The dome ceiling is more richly ornamented than usual with heavy scroll work, and its leading features are two large allegorical paintings, representing the periods of the day. At the head of the staircase is a large painting of Cardinal Richelieu by a noted artist. Steamer “Quebec” is a sister ship to the Montreal.

Manoir Richelieu, Murray Bay, Que.
STEAMERS.
TORONTO-ROCHESTER-MONTREAL LINE.—The magnificent steamers "Kingston" and "Toronto" which make the trip as far as Prescott, are two of the finest steamers on the Great Lakes. At Prescott they connect with the new observation steamers "Rapids King" and "Rapids Queen." These steamers all have dining rooms on deck, with large observation windows.

MONTREAL-QUEBEC LINE—New steamers "Montreal" and "Quebec."


For information about local and ferry lines, see local time tables. Experienced stewards on steamers.

CONNECTIONS.
CLAYTON—With N. Y. C. R. R. and with all steamers for the Thousand Islands resorts.
PRESCOTT—With G. T. Ry. and C. P. Ry.
THREE RIVERS—With St. Maurice Valley Ry. and C. P. Ry.

GENERAL INFORMATION.
Lost Tickets. As the company is not responsible for lost tickets, every precaution should be taken for their security.

Stop-over Checks will be granted, on application to Purser, to holders of unlimited first-class tickets.

Children under five years, accompanied, free; children over five years and under twelve, half fare; over twelve, full fare.

Baggage may be checked through to all points on the line, and at Toronto, Montreal, Quebec and Murray Bay customs officers are in attendance to examine baggage, so as to give as little trouble as possible to tourists. Baggage liability is limited to clothing to not exceed one hundred ($100) dollars in value for a whole ticket, and fifty ($50) dollars for a half ticket, unless a greater value is declared by the owner, and excess charges paid thereon at the time of taking passage. Passengers having their baggage checked from one point in the United States through Canada to another point in the United States, should request that same be corded and sealed on entering Canada, so as to avoid examination.

TICKETS and information may be obtained at Principal Railway, Lake and River Steamer Ticket Offices in the United States and Canada.
LUXURIOUS NEW STEAMERS COMBINING SPEED, SAFETY AND COMFORT

TIME SCHEDULE—1909.

TORONTO-ROCHESTER-MONTREAL LINE.

SEASON JUNE TO SEPTEMBER.

Steamers leave from Toronto and Montreal from June 1st daily except Sunday. From July 1st until September 14th, daily from Toronto (Sundays excepted from Montreal. September 15th to 30th daily except Tuesday and Wednesday). From Kingston, Thousand Island points and Prescott there is no Monday service until July 30th. After September 30th steamers leave these last named points Tuesdays, Thursdays and Sundays. Every Thursday steamers leave for Montreal from Toronto. Every Friday steamers leave for Toronto from Montreal.

EAST-BOUND

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(1) Passengers from Victoria Pier, Montreal, are landed on Queen's Wharf.

WEST-BOUND

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(2) Steamers to depart from Toronto on Wednesdays and Saturdays.

NEW OBSERVATION STEAMERS.

The Company's new steamers "Rapids King" and "Rapids Queen" in commission between Prescott and Montreal, are the largest steamers which have ever run the Rapids of the St. Lawrence regularly. The "Rapids King" is 210 feet in length and 3 feet wide, which is the limit of size permitted by the St. Lawrence Canal. Her hull is sheathed with rock elm. She is of the day boat excursion type, having very large observation decks, and stoarerooms for the use of passengers westbound. Her arrangement is as follows:

MAIN DECK. The forward portion is devoted to baggage, engine-room, etc. Then comes the entrance hall for passengers, and the after portion is taken up with a large dining room.

FIRST PROMENADE DECK contains the staterooms and a comfortable saloon with large observation space at bow and stern.

SECOND PROMENADE DECK is devoted to staterooms, having a very large promenade space all around the steamer, and a saloon in the centre with windows all around so that passengers may view the scenery either from the inside or the deck outside. The wheelhouse and officers' quarters are above the second promenade deck so that this deck is entirely devoted to the comfort of the passengers and affords them an unrivalled opportunity of seeing the beauty of the trip by the hands. With this new arrangement the steamer will be able to carry a thousand passengers in comfort. The "Rapids Queen" is sister ship to the "King."

FARES BETWEEN SOME OF THE PRINCIPAL POINTS.

BETWEEN TORONTO AND

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<th>POINT</th>
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BETWEEN CHARLOTTE (PORT OF ROCHESTER) AND

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SAGUENAY LINE.

SEASON MAY TO NOVEMBER.

Steamers leave Montreal and Quebec daily except Sunday. Commencing May 2nd daily until September 30th, and thereafter daily except Sunday.

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(1) Call at Baie St. Paul will be subject to conditions of weather and tide.

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GENERAL INFORMATION.

Time tables show the time steamers should arrive at and leave different ports, but their departure, arrival or connecting at time stated is not guaranteed, nor does the company hold itself responsible for any delay or any consequences arising therefrom. All times subject to fluctuation from stress of weather, etc., and change with or without notice.

SPECIAL NOTICE.—Richelieu & Ontario steamers may not carry passengers from one port in New York State to another port in same State, nor will stop-over be permitted at two United States ports in succession. Passengers taking passage at Charlotte may not stop off at Clayton, Frontenac or Alexandria Bay, or vice versa.

May, 1909

22
THOUSAND ISLANDS, RAPIDS, MONTREAL, QUEBEC, SAGUENAY RIVER.

DAY & NIGHT

RICHIELIEU & ONTARIO NAVIGATION CO.

1909 is the Centenary of Steamer Navigation on the St. Lawrence River.