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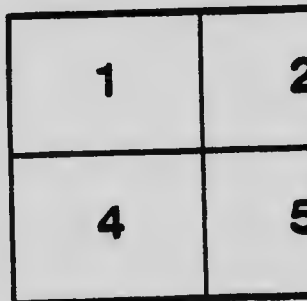
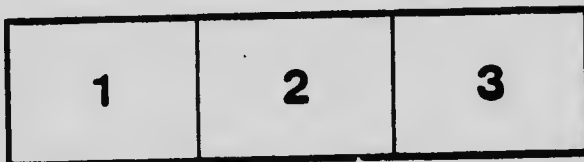
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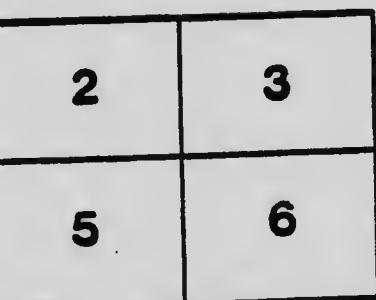
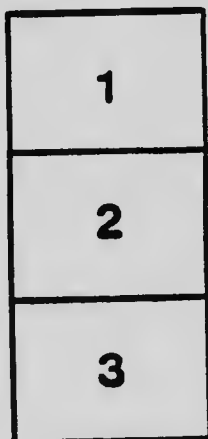
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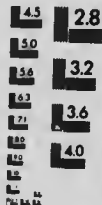
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MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



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GRAND
TRUNK
RAILWAY
SYSTEM

TOURIST SLEEPING CARS

Between

THE
EAST
AND
WEST



CHICAGO & PRINCIPAL POINTS
IN THE WESTERN STATES
CALIFORNIA & PACIFIC COAST

HE 2728

G 72

G 73

1913

TRAVEL IN A TOURIST CAR

Via the Grand Trunk Railway System — the Double
Track Route Through Canada

TOURIST EXCURSIONS

To Chicago and Principal Points in the Western States,
California and the Pacific Coast

For some years Tourist Sleeping Cars have been operated on fast express trains, both eastbound and westbound, over the Grand Trunk Railway System, for the accommodation of passengers who prefer plain, homelike comforts, instead of the luxurious surroundings of the modern Pullman Sleeping Cars, such as expensive woodwork and elaborate upholstery, but both alike are attached to the fast through express, are operated by the Pullman Company, in charge of



Standard Passenger Train.
Grand Trunk Railway System.

Pullman conductors and porters, and in certain cases of our own special conductors (who are familiar with all points of interest along the route), and are well equipped with linen, blankets and mattresses.

While run for the accommodation of holders of second-class tickets these sleeping cars are equally available for passengers holding first-class tickets. By their use the cost of the trip is lessened without sacrifice of any essential comfort. They are neatly furnished, comfortably heated, clean and attractive. "Almost as nice as the standard Pullmans," fairly expresses a comparison between the two styles.

THE TOURIST CAR'S DISTINCTIVE FEATURES

Each of the sections contains an upper and lower berth. By day the upper is closed, the lower being converted into seats. At night, when the berths are made up, every section is enclosed on two

sides by movable partitions and a curtain in front, affording absolute privacy. The seats are upholstered in black leather with comfortable cushions. There are hooks for hats and wraps, and small detachable folding tables for writing and luncheons. Windows are double, thereby excluding dust, winds and draughts. Each window has a movable heavy cloth full length screen, while the aisles are thickly carpeted. The cars are electric lighted, the lights being distributed



Au Revoir.

in the depth by seven sets of three incandescent bulbs each, and there are two electric fans. An enclosed smoking room provides comfortable accommodation for four passengers and is fitted with two metal wash basins with air pressure water supply. In the ladies' end of the car there are two wash rooms, one on either side of the aisle, with doors with patent catches. Each contains one metal wash basin and commode. All toilet rooms have plate glass mirrors, iced drinking water, soap, towels, combs, brushes, etc. The bedding consists of linen, blankets, pillows and hair mattresses. These tourist cars have steel underframes and wide vestibules, high-back seats, and an oval stained glass above each window. They are thoroughly cleaned by compressed air and their general appearance both inside and out is attractive in the extreme.

PERSONALLY CONDUCTED EXCURSIONS

A special Grand Trunk conductor travels in the Tourist Car attached to trains on Mondays, Wednesdays and Fridays, from Boston to Montreal and from Montreal to Chicago to give assistance and general information as to route traveled, and connections — this Official being in addition to the regular train conductor. Similar service is also afforded on the eastbound trip leaving Chicago Wednesday, Thursday and Saturday of each week.

THE ROUTE

From Boston — The Tourist Cars operated over the Grand Trunk Railway System, westbound, leave Boston three times a week, **Mondays, Wednesdays and Fridays** at 11.05 A.M., running via Boston & Maine Railroad, Central Vermont Railway and Grand Trunk, arriving Chicago 9.25 P.M., **Tuesdays, Thursdays and Saturdays**. For through time table, see pages 16 and 17.

From Montreal — Tourist cars operated over the Grand Trunk Railway System, westbound, leave Montreal three times a week, **Mondays, Wednesdays and Fridays**, at 10.30 P.M., connecting with the train from Boston arriving at Chicago the following day at 9.25 P.M.

SPECIAL INFORMATION FOR PASSENGERS ARRIVING EX ATLANTIC STEAMERS FROM EUROPE

Second-class tickets are issued in Europe only on the definite understanding that holders desire to avail themselves of the privileges of traveling in the "Tourist Sleeping Car" attached to train, leaving Montreal and Boston for Chicago every **Monday, Wednesday and Friday**, on payment of an additional charge for sleeping accommodation. (See page 15 for rates for berths.)

Second-class tickets are good on the regular trains or on the "Special" train, meeting the arrival of Atlantic steamers at Quebec, Halifax or Portland, provided train is equipped with second-class cars, otherwise, if holders desire to travel to Montreal by the "Special," in preference to waiting over for the regular train, they have



Comfort in a Tourist Car.

the option of doing so, being accommodated without extra charge in the cars provided for the immigrant or colonist traffic to Western Canada, or in the first-class car (if same is attached to train) on payment of the difference between the local second-class fare and the first-class fare to **Montreal**, where connection is made with the Tourist Car running on one of the specified days.

By special arrangement sufficiently in advance, "Tourist Sleeping Cars" for all Western points will be attached to the "Special" train on arrival of Atlantic Steamers at Quebec, Halifax or Portland. Passengers holding first-class rail tickets (as well as holders of second-class rail tickets) have the privilege of traveling in the "Tourist Sleeping Car" on payment of an additional charge. (See page 15 for rates for berths).



Electric Locomotive emerging from the St. Clair Tunnel.

Holders of colonist or immigrant tickets may also avail themselves of the privilege of using Tourist Sleeping Cars by paying the difference between the fare they have paid for their tickets and second-class fares plus the regular Tourist Car charges.

BERTH CHARGES

A berth in the Pullman Tourist Car costs much less (about one-half) than in a Standard Sleeping Car. Each berth accommodates two persons without extra sleeper charge; but passengers desiring exclusive use of a berth can obtain it for the price named. (See table of berth rates on page 15).

RESERVATIONS

Reservations for space may be secured by applying to any agent of the Grand Trunk Railway System, giving name of the person or persons for whom accommodation is required, the number of adults, whether married or single, the number of children, age and sex, the point at which car is to be taken and the destination.

MEALS

On the trains on which the Tourist Cars are run, Dining Cars are attached during the day, serving meals and refreshments a la carte.

Those who desire may, of course, carry along lunch baskets with drop handles so that they can be put under the seat when not in use.

BAGGAGE

On each full ticket 150 pounds of baggage will be checked free, and 75 pounds on each half ticket.

Exception.— To points in Manitoba, Saskatchewan and Alberta, 300 pounds of baggage is allowed free for each adult and 150 pounds for each child, to holders of second-class tickets. Excess baggage will be charged for at a low rate per 100 pounds. No piece of baggage weighing over 250 pounds will be accepted.

CHILDREN

No half fare sleeper tickets are sold. Two children between the ages of five and twelve will be considered as one adult. A single child, or infant, accompanied by parent or guardian, will be accommodated in a sleeping berth occupied by the parent or guardian, without charge. The child, however, if between the ages of five and twelve, must hold half fare rail ticket for transportation.



Berths ready to be occupied.

THE SCENERY

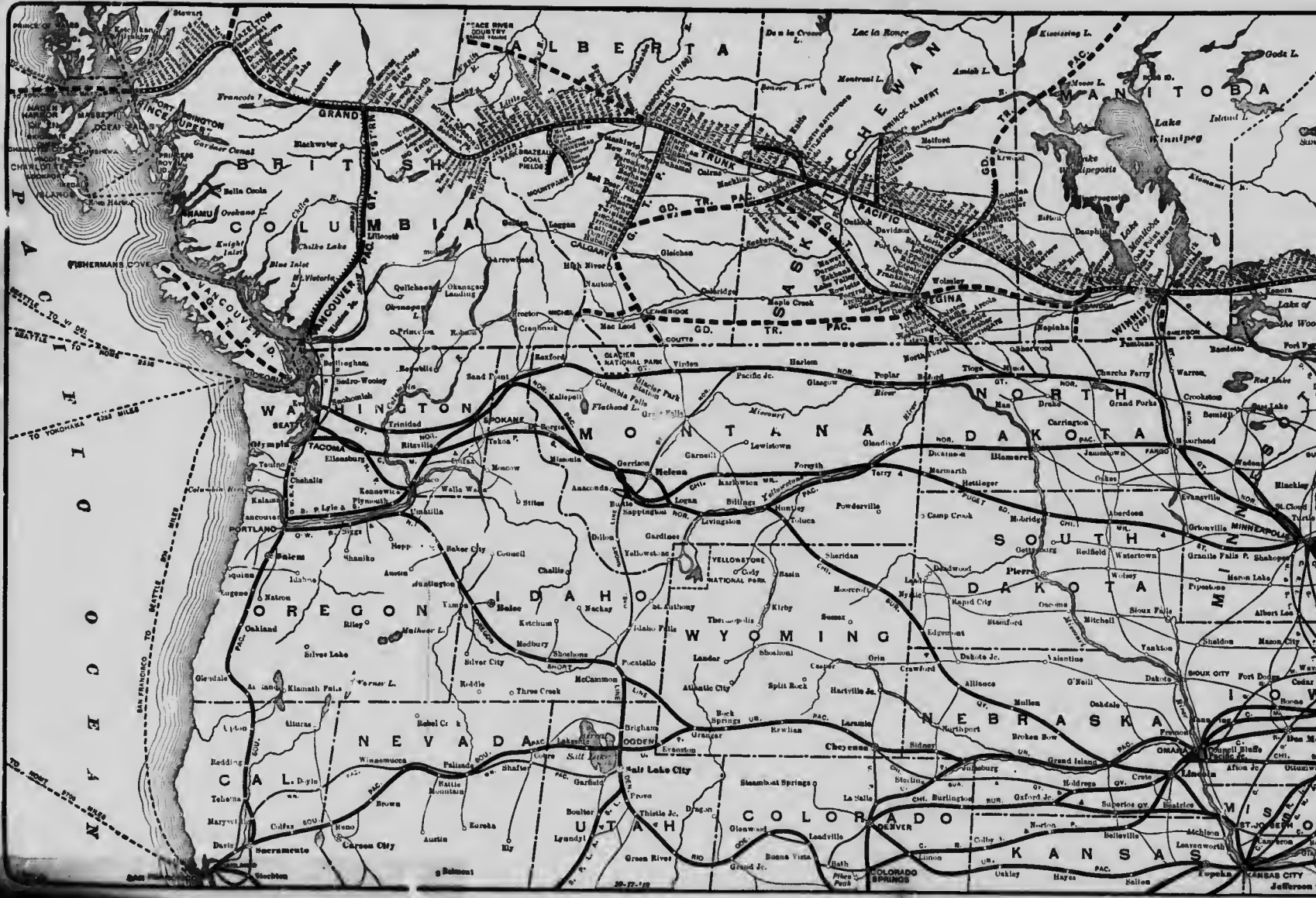
From Boston to Chicago via the Grand Trunk route, the scenery is of a diversified nature and many places of interest and of importance as historical points are seen. Leaving Boston, the important manufacturing cities of Lowell, Worcester, Nashua, Manchester and Concord are passed, and we reach the Central Vermont Railway at White River Junction and proceed through some charming pastoral scenes, passing through the beautiful Green Hills of Vermont with Carrel's Hump and Mt. Mansfield, two of Vermont's highest mountains, in view for many miles, until the city of Montreal is reached. Before arriving at the Metropolitan City of the Dominion of Canada, however, one of the most beautiful sights that it is one's good fortune to see is a panoramic view of the city of Montreal as seen from the train while crossing the Victoria Jubilee Bridge (nearly two miles long) over the St. Lawrence River. The scene is one of superb grandeur.

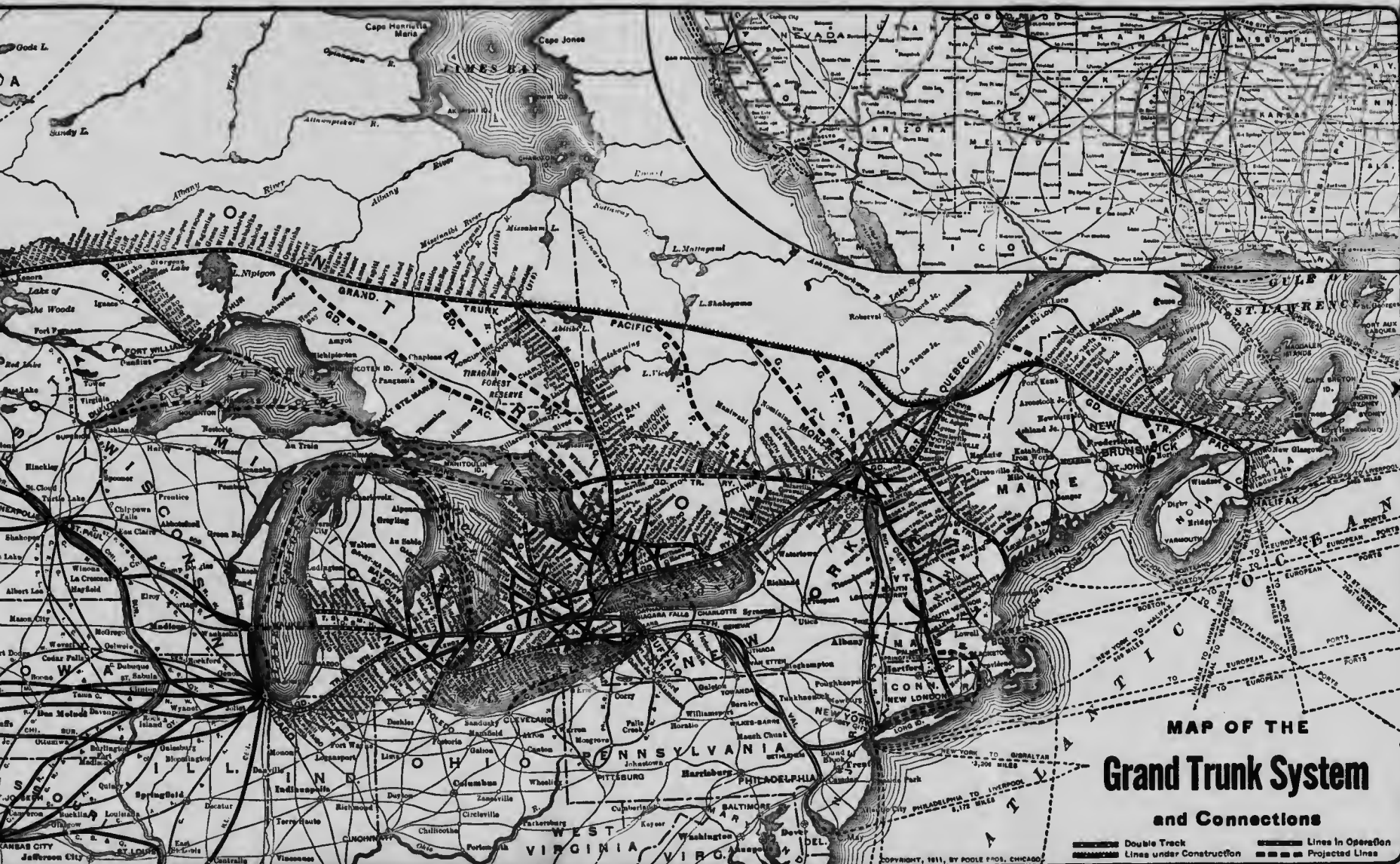


Among the Thousand Islands of the St. Lawrence.

The harbor front of six miles is ablaze with electric lights, and the myriads of twinkling lights along the wharves and covering the city gives one the impression of a city illuminated for some great festival. In the background loom the impressive heights of Mount Royal, from which the city and the island on which it stands was named, while the majestic river twinkles with the lights of its multitude of water craft, large and small. If the passenger reaches Montreal by day the great shipping interests that are centered here are seen and the busy scenes in the harbor are an attractive sight.

From Montreal the route lies westward through some of the principal cities and towns in Canada, and for a distance of nearly eighty miles between Brighton and Toronto vistas of that vast sheet of fresh water, Lake Ontario, are seen from the left of the train. The daylight run from Toronto to London is one of more than usual interest, passing through a fine fruit and agricultural country and proceeding by way of the city of Hamilton. After leaving this city the railway runs along the side of a mountain at the foot of which lies the Dundas Valley, making the view from the train a panorama





**MAP OF THE
Grand Trunk System
and Connections**

Double Track
 Lines under Construction
 Projected Lines

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Victoria Jubilee Bridge, across the St. Lawrence, at Montreal.

of surpassing beauty. The cities of Brantford, Woodstock and Ingersoll are passed en route before reaching London, the "Forest City" of Canada. From London the route takes the passenger through a most fertile farming district until we arrive at the great St. Clair Tunnel, "the link that binds two nations," between Sarnia, Ont., and Port Huron, Mich. This wonderful engineering feat is, with its approaches, nearly two miles long, and is one of the longest submarine tunnels in the world, costing the enormous sum of \$2,700,000. This world-wonder was placed under a system of



Luncheon Hour.

electric operation at immense cost during 1908 and all passenger trains are now operated through the tunnel by powerful electric locomotives, thus doing away with all gas, dust, smoke, etc.

From Port Huron the train proceeds through the State of Michigan and parts of Indiana and Illinois, touching at Flint, Durand, Lansing and Battle Creek, Mich., and South Bend, Valparaiso and other important points in Indiana, the train arriving at Dearborn Street Station, Chicago, at 9.25 P.M., the second day out from Boston, and 24 hours from Montreal.

In addition to Tourist Sleeping Car service between Boston and Chicago, the Grand Trunk Railway System has recently placed in operation Pullman Tourist Sleeping Cars between Chicago and Buffalo. See page 19 for train schedule.



City of Toronto from Parliament Buildings.

PERSONALLY CONDUCTED EXCURSIONS WEST OF CHICAGO

Personally Conducted Excursions from Chicago after the arrival of our Personally Conducted Tourist Cars on Tuesdays, Thursdays and Saturdays, are run by various connecting lines, including the following: Via Santa Fe for California and intermediate points; Via Chicago, Milwaukee & St. Paul for points in Illinois, Iowa, Missouri, Kansas, Colorado, Utah, Nevada, California, Oregon, Washington and intermediate points; Via Chicago & Northwestern for points in Illinois, Iowa, Nebraska, Colorado, Wyoming, Utah, Nevada, California and Oregon; Via the Rock Island, to Montana; Via Chicago, Burlington & Quincy to Colorado, etc. On pages 18 and 19 of this folder are shown complete lists of various lines from Chicago west, which are subject to revision from time to time.



Kingston, Ont.

PULLMAN TOURIST SLEEPING CAR BERTH RATES

In addition to the cost of passage at the current second or first-class fares, there will be a small additional charge for the accommodation provided in Pullman Tourist Sleeping Cars, as follows:

BETWEEN	Boston Mass.		Montreal P.Q.		Prescott Ont.		Kingston Ont.		Toronto Ont.		Pt. Huron Mich.		Chicago Ill.	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B
St. Johns..	1.00	1.00	.....	.....	.....	.....	.....	.....	1.00	1.00	1.75	1.40	2.50	2.00
Montreal..	1.00	1.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.50	2.00
Prescott..	1.25	1.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.25	1.80
Kingston..	1.50	1.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.00	1.60
Toronto..	1.50	1.20	1.00	1.00	.....	.....	.....	.....	.....	.....	.....	.....	1.50	1.20
Hamilton..	1.75	1.40	1.00	1.00	1.00	1.00	.....	.....	.....	.....	.....	.....	1.50	1.20
Port Huron	2.25	1.80	1.75	1.40	1.50	1.20	1.25	1.00	1.00	1.00	.....	.....	1.00	1.00
Chicago...	2.75	2.20	2.50	2.00	2.25	1.80	2.00	1.60	1.50	1.20	1.00	1.00	.....	.....
Buffalo...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.50	1.20
Niagara Falls	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.50	1.20

A Lower Berth.

B Upper Berth.

The amounts named above are for a double berth, which may be occupied by two persons.



The Gorge at Winooski, Vt.

FREE RECLINING CHAIRS

Passengers for St. Paul, Winnipeg, and Western Canada, between Chicago and St. Paul, can travel in free reclining chair cars, by all routes, without extra charge. The Chicago, Burlington & Quincy Railroad also operate Tourist Sleepers between Chicago and St. Paul, cost for berth on this Coach being half the Standard Pullman Car charge. (See page 19.)

PULLMAN TOURIST SLEEPING CARS

For the accommodation of passengers holding First or Second-class Rail Tickets.

RUN THREE TIMES A WEEK BETWEEN BOSTON, MONTREAL, ETC., AND CHICAGO

VIA BOSTON & MAINE RAILROAD, CENTRAL VERMONT RAILWAY AND
GRAND TRUNK RAILWAY SYSTEM

WESTBOUND

STATIONS	ROUTE	TIME	DAYS
(Eastern Time)			
Boston.....Lv	B. & M. R.R.	11.05 AM	Mon. Wed. Fri.
Lowell.....Lv	" "	11.45 AM	" " "
Springfield.....Lv	" "	12.14 PM	" " "
Providence.....Lv	N. Y., N. H. & H. R.R.	7.50 AM	" " "
Worcester.....Lv	B. & M. R.R.	9.00 AM	" " "
Nashua Jct.....	" "	12.16 PM	" " "
Manchester.....	" "	12.35 PM	" " "
Concord.....	" "	1.10 PM	" " "
Franklin.....	" "	1.50 PM	" " "
Enfield.....	" "	3.31 PM	" " "
Lebanon.....	" "	3.45 PM	" " "
White River Jct.....Ar	" "	3.55 PM	" " "
White River Jct.....Lv	C. V. Ry.	4.15 PM	" " "
South Royalton.....	" "	4.45 PM	" " "
Bethel.....	" "	4.58 PM	" " "
Randolph.....	" "	5.13 PM	" " "
Northfield.....	" "	5.58 PM	" " "
Montpelier.....	" "	6.15 PM	" " "
Waterbury.....Lv	" "	6.34 PM	" " "
Bellows Falls.....Lv	Rut. R.R.	7.45 PM	" " "
Rutland.....	" "	4.35 PM	" " "
Burlington.....Ar	" "	6.40 PM	" " "
Burlington.....Lv	C. V. Ry	6.45 PM	" " "
Essex Jct.....	" "	7.15 PM	" " "
St. Albans.....	" "	8.00 PM	" " "
East Swanton.....	" "	8.25 PM	" " "
St. Johns.....Ar	" "	9.25 PM	" " "
St. Johns.....Lv	G. T. Ry. Sys.	9.25 PM	" " "
Montreal.....Ar	" "	10.15 PM	" " "
Portland.....Lv	G. T. Ry. Sys.	7.45 AM	" " "
Levis (Quebec).....	" "	12.30 PM	" " "
MONTREAL.....Ar	" "	6.05 PM	" " "
MONTREAL.....Lv	G. T. Ry. Sys.	10.30 PM	" " "
Cornwall.....	" "	12.13 AM	Tue. Thur. Sat.
Prescott.....	" "	1.25 AM	" " "
Brockville.....	" "	1.50 AM	" " "
Kingston.....	" "	2.48 AM	" " "
Belleville.....	" "	4.25 AM	" " "
Cobourg.....	" "	5.28 AM	" " "
Port Hope Jct.....	" "	5.39 AM	" " "
Toronto.....Ar	" "	7.30 AM	" " "
Toronto.....Lv	" "	8.00 AM	" " "
Hamilton.....	" "	9.08 AM	" " "
Brantford.....	" "	10.00 AM	" " "
Paris.....	" "	10.13 AM	" " "
Woodstock.....	" "	10.45 AM	" " "
Ingersoll.....	" "	10.59 AM	" " "
London.....	" "	11.35 AM	" " "
Strathroy.....	" "	12.06 PM	" " "
Wyoming.....	" "	12.38 PM	" " "
Sarnia Tunnel.....Ar	" "	1.02 PM	" " "
(Central Time)			
Port Huron.....Lv	" "	12.40 PM	" " "
Flint.....	" "	2.10 PM	" " "
Durand.....	" "	2.38 PM	" " "
Lansing.....	" "	3.26 PM	" " "
Battle Creek.....	" "	4.35 PM	" " "
South Bend.....	" "	6.42 PM	" " "
CHICAGO.....Ar	" "	9.25 PM	" " "

Passengers from Springfield join car at White River Junction or Montreal; from Providence and Worcester at Nashua Junction; from Montpelier at Montpelier Junction; from Bellows Falls, Rutland and Burlington at Essex Junction, and from Portland, Me., Levis (Quebec), Halifax, N.S., or St. John, N.B., at Montreal.

r Will stop to let off passengers from Montreal or beyond and to pick up passengers for Toronto or beyond.

PULLMAN TOURIST SLEEPING CARS

For the accommodation of passengers holding First or Second-class Rail Tickets.

**RUN THREE TIMES A WEEK BETWEEN
CHICAGO, MONTREAL AND BOSTON**
VIA GRAND TRUNK RAILWAY SYSTEM, CENTRAL VERMONT RAILWAY
AND BOSTON & MAINE RAILROAD
EASTBOUND

STATIONS	ROUTE	TIME	DAYS
(Central Time)			
CHICAGO..... Lv	G. T. Ry. Sys.	3.30 PM	Wed. Thur. Sat.
South Bend.....	" "	6.22 PM	" " "
Battle Creek.....	" "	8.34 PM	" " "
Lansing.....	" "	9.44 PM	" " "
Durand.....	" "	10.37 PM	" " "
Flint.....	" "	11.19 PM	" " "
Port Huron..... Ar	" "	12.50 AM	Thur. Fri. Sun.
(Eastern Time)			
Sarnia Tunnel..... Lv	" "	2.15 AM	" " "
Strathroy.....	" "	3.11 AM	" " "
London.....	" "	3.48 AM	" " "
Ingersoll.....	" "	4.16 AM	" " "
Woodstock.....	" "	4.33 AM	" " "
Paris.....	" "	5.00 AM	" " "
Brantford.....	" "	5.15 AM	" " "
Hamilton.....	" "	7.00 AM	" " "
Toronto..... Ar	" "	8.25 AM	" " "
Toronto..... Lv	" "	9.00 AM	" " "
Port Hope Jct..... Ar..	" "	10.49 AM	" " "
Cobourg.....	" "	11.01 AM	" " "
Belleville.....	" "	12.11 PM	" " "
Napanee.....	" "	12.46 PM	" " "
Kingston.....	" "	1.49 PM	" " "
Gananoque Jct.....	" "	1.59 PM	" " "
Brockville.....	" "	2.40 PM	" " "
Prescott.....	" "	3.03 PM	" " "
Cornwall.....	" "	4.10 PM	" " "
MONTREAL..... Ar	" "	6.00 PM	" " "
MONTREAL..... Lv	G. T. Ry. Sys.	8.15 PM	" " "
Levis (Quebec)..... Ar	" "	7.49 AM	Fri. Sat. Mon.
Portland..... Ar	" "	7.30 AM	" " "
MONTREAL..... Lv	G. T. Ry. Sys.	8.30 PM	Thurs. Fri. Sun.
St. Johns..... Ar	" "	9.20 PM	" " "
St. Johns..... Lv	C. V. Ry.	9.25 PM	" " "
East Swanton.....	" "	10.26 PM	" " "
St. Albans.....	" "	10.55 PM	" " "
Essex Jct.....	" "	11.42 PM	" " "
Burlington..... Ar	" "	12.05 AM	Fri. Sat. Mon.
Burlington..... Lv	Rut. R.R.	8 15 AM	" " "
Rutland..... Ar	" "	10 50 AM	" " "
Bellows Falls..... Ar	" "	1.05 PM	" " "
Waterbury..... Ar	C. V. Ry.	12.24 AM	" " "
Montpelier.....	" "	12.52 AM	" " "
Northfield.....	" "	1.20 AM	" " "
Randolph.....	" "	2.15 AM	" " "
Bethel.....	" "	2.28 AM	" " "
South Royalton.....	" "	2.42 AM	" " "
White River Jct..... Ar	" "	3.20 AM	" " "
White River Jct..... Lv	B. & M. R.R.	3.40 AM	" " "
Lebanon.....	" "	3.54 AM	" " "
Enfield.....	" "	4.09 AM	" " "
Franklin.....	" "	5.21 AM	" " "
Concord.....	" "	5.54 AM	" " "
Manchester.....	" "	6.27 AM	" " "
Nashua Jct.....	" "	6.55 AM	" " "
Worcester..... Ar	" "	9.14 AM	" " "
Providence..... Ar	N. Y., N. H. & H. R.R.	12.00 PM	" " "
Springfield..... Ar	B. & M. R.R.	7.35 AM	" " "
Lowell.....	" "	7.19 AM	" " "
Boston..... Ar	" "	8.05 AM	" " "

Passengers for Portland, Me., Quebec, Halifax, N.S., or St. John, N.B. will leave car at Montreal; for Burlington, Rutland and Bellows Falls at Essex Junction; for Montpelier at Montpelier Junction; for Worcester and Providence at Nashua Junction, and for Springfield, Mass., at Montreal or White River Junction.

d Will stop to let off passengers from points beyond Port Huron.

**PULLMAN TOURIST SLEEPING CARS
BETWEEN CHICAGO, LONDON, HAMILTON AND BUFFALO
VIA GRAND TRUNK RAILWAY SYSTEM AND LEHIGH VALLEY R.R.**

EASTBOUND			WESTBOUND		
STATION	Route	Exp. Daily	STATION	Route	Exp. Daily
CHICAGO.....(C.T.) Lv	G.T.R. Sys	P.M. *3 30	BUFFALO... (E.T.) Lv	L.V.R.R.	P.M. *12 30
Port Huron.....Lv	"	1 00	Niagara Falls, N.Y. Lv	"	1 30
Suspension Bridge (E.T.) Ar	"	7 30	Suspension Bridge Lv	(G.T.R. Sys)	2 30
Niagara Falls, N.Y. Ar	L.V.R.R.	7 47	Port Huron.....Ar	"	3 30
BUFFALO.....Ar	"	*8 53 A.M.	CHICAGO.....Ar	"	*9 00 A.M.

**TOURIST SLEEPING CAR SERVICE
FROM CHICAGO TO NORTH PACIFIC POINTS VIA ST. PAUL**

WESTBOUND	Berth Rates from Chicago	Via C. B. & Q. and Gt. Nor. Rys. Daily	Via C. B. & Q. and Nor. Pac. Rys. Daily
Chicago.....Lv	.....	1st day, 10 15	1st day, 9 30
St. Paul.....Lv	\$1.00	2d day, 11 15	1st day, 10 30
Minneapolis.....Lv	1.00	2d day, 11 45	1st day, 11 00
Spokane.....Ar	6.75	4th day, 6 30	3d day, 8 20
Seattle.....Ar	6.75	4th day, 6 15	4th day, 11 00
Tacoma.....Ar	6.75	4th day, 10 10	4th day, 11 15
Portland.....Ar	6.75	4th day, 7 45	4th day, 8 10

TABLE OF CONNECTIONS FROM CHICAGO TO MEXICO

STATIONS	Via C. & E. I. Frisco, G. C. & S. F., Int. & G. N. Nat. Lines of Mexico	I. C. & S. P. and National Lines of Mexico. Via New Orleans	Wabash, Iron Mountain, Tex. & Pacific, Int. & G. N. and N. L. of M.	C. & A., St. L., I. M. & S., T. & P., I. & G. N. and Nat. Lines of Mexico
Chicago.....Lv	1st day, 9 20	1st day, 9 10	1st day, 12 02	1st day, 11 30
St. Louis.....Lv	1st day, 7 07	.....	1st day, 8 31	1st day, 8 31
Texarkana.....Ar	.....	.....	2d day, 12 20	2d day, 12 20
New Orleans.....Ar	.....	2d day, 10 55	.....	.....
Paris.....Ar	2d day, 3 20	.....	.....	.....
San Antonio.....Ar	3d day, 9 55	3d day, 7 30	3d day, 6 35	3d day, 8 35
Laredo.....Ar	4th day, 12 55	.....	3d day, 12 55	3d day, 12 55
Monterey.....Ar	4th day, 6 50	.....	3d day, 8 50	3d day, 8 50
Santillo.....Ar	4th day, 10 40	.....	3d day, 10 25	3d day, 10 25
San Luis Potosi.....Ar	4th day, 7 05	.....	4th day, 7 05	4th day, 7 05
Gonzalez.....Ar	5th day, 12 25	.....	4th day, 12 25	4th day, 12 25
Queretaro.....Ar	5th day, 1 30	5th day, 1 30	4th day, 1 30	4th day, 1 30
Mexico.....Ar	5th day, 8 00	5th day, 8 00	4th day, 8 00	4th day, 8 00

A.M. times shown in light-face figures, P.M. times in full-face figures.

LIST OF PUBLICATIONS

Copies of any of the following will be furnished free upon application to any of the Passenger and Traveling Agents appearing on page 20 of this folder

GRAND TRUNK RAILWAY SYSTEM

"Muskoka Lakes—Highlands of Ontario," "Lake of Bays—Highlands of Ontario," "Among the 30,000 Islands of Georgian Bay," "Trains Three and Four," "Across Niagara's Gorge," "Ste Anne de Bellevue," "Orillia and Couchiching," "Mount Oemans," "Haunts of Fish and Game," "Timagami," "Algonquin National Park," "Montreal—Quebec and Ottawa," "Porcupine and Cobalt," "Vistas," "Playgrounds in Canada," "Mountains of New England and the Sea," "Lake Resorts, Michigan and Indiana," "Tourist Sleeping Cars," "International Limited."

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"	"	Tkt. Agt. Auditorium Annex, Mich. Av. and Congress St. and Palmer House.
"	"	O. C. Bryant
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"	"	Guy W. Norman, L. C. Russell, C. W. Bell, T. F. Agts., Room 917, Merchants' Loan and Trust Building.
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Winooski River near Middlesex Vt.

GRAND TRUNK RAILWAY SYSTEM'S EUROPEAN ORGANIZATION

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