

Only first-class passengers can procure berths in the sleeping cars.

#### HINTS BEFORE WE START.

1. Provide yourself with Crofutt's New Overland Tourist, and then be particular to choose such routes as will enable you to visit the cities, towns, and objects of interest that you desire to see, without annoyance of needless expense.

2. Greenbacks are good everywhere, so there is no longer any necessity of changing them for gold.

3. Never purchase your tickets from a stranger in the street, but over the counter of some responsible company. When purchasing tickets, look well to the date, and notice that each ticket is stamped at the time you receive it. Then make a memorandum on the blank in the ANNEX No. 2, of your Guide Book, of the name of the road issuing the ticket, destination of ticket, form, number of ticket, consecutive number, class and date. In case you lose your ticket, make known the fact *at once* at the office of the company, showing the memorandum as above described, and steps can be taken immediately to recover the ticket, if lost or stolen, or to prevent its being used by any one else. By attention to such slight and apparently unimportant matters as these, travelers may recover their loss and save themselves much inconvenience.

4. Before starting out, provide yourself with at least one-third more money than your most liberal estimate would seem to require, and do not lend to strangers or be induced to play at their games, *if you do, you will surely be robbed.*

5. Endeavor to be at the depot at least fifteen minutes before the train leaves, thereby avoiding a crowd and securing a good seat.

6. You will need to show your ticket to the baggage-man when you ask him to check your baggage; then see that it is properly checked, and make a memorandum of the number of the check in the blank of the ANNEX No. 3; this done, you will need to give it no further attention until you get to the place to which it is checked.

7. Persons who accompany the conductor through the cars, calling for baggage to be delivered at the hotels or other places, are generally reliable, but the passenger, if in doubt, should inquire of the conductor, and then be careful to compare

the number of the ticket received from the agent in exchange for your check, to be sure that they are the same.

8. Do not grumble at everything and everybody or seek to attract attention; remember only bores and uneducated people are intrusive and boisterous.

9. Remember this: "Please" and "Thanks" are towers of strength. Do not let the servants excel you in patience and politeness. All railroad employes are instructed to be gentlemanly and obliging at all times.

10. *And finally*—Do not judge of the people you meet by their clothes, or think you are going west to find fools; as a millionaire may be in greasy buckskin, a college graduate in rags, and a genius with little of either, while in the breast of *each* beats an *honest heart.*

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For Rates of Fare, see ANNEX No. 4.

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ROUTE 1.—From HALIFAX take the Inter-Colonial and Grand Trunk railways, through the Province of New Brunswick via Quebec, Montreal, Victoria Bridge, along the shore of the St. Lawrence River, Thousand Islands, and La Chine Rapids, Toronto, Hamilton, Niagara and Detroit, where connections are made with routes 2 and 3. Another route is by Maine Central via Portland, and *then* the Grand Trunk, or, via Boston and the Central Vermont and the Grand Trunk.

From BOSTON there are quite a number of lines. One, as above described, is through Vermont and Canada; another is by the Boston & Albany railroad to Albany, where connections are made with route 2; another is the new "Hoosac Tunnel" route, through the mountain and tunnel of that name,—25,081 feet in length, double track; cost \$16,000,000—cut through a mountain which rises 1,900 feet above the track. This route is a very desirable one, passes through the entire length of the State of Massachusetts, and connects with route 2, at Troy, New York. Another line is via Springfield, or Shore Line, to New York city; or, you can take part "rail" and the steamships on Long Island Sound, of which there are three first-class lines, comprising some of the finest boats in the world.

From NEW YORK city, passengers who desire to visit NIAGARA—whose thundering cataracts, in volume of waters, far surpass all other waterfalls in the known world—