

# Great Tourist Route Between Maritime Provinces and Boston---Some

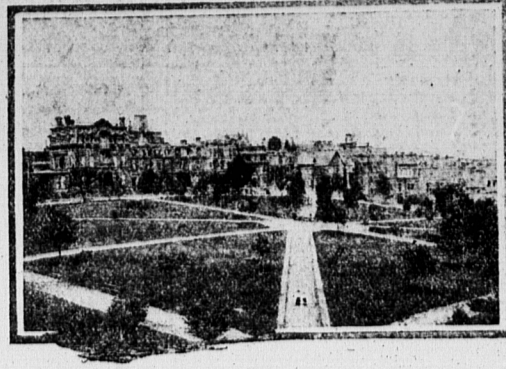


Champlain Monument, St. John, N. B.

Guardian readers have from time to time been made fully acquainted with the advantages of the safe, comfortable, speedy and even luxurious transportation facilities which are provided for by the Eastern Steamship Company, of Boston, whose large fleet of modern, first-class ships serve all the principal ports of the North Atlantic. The writer ventures the assertion that no other ports on the globe are better served in this

United States to enjoy the cool and bracing climate of the North Atlantic shores.

It seems a simple and natural thing that, for the very modest cost of this form of transportation, one should be able to avail himself of the superior service here afforded. Yet the establishment of this great line of modern sea-going ships necessitated the expenditure of many hundreds of thousands of dollars, and the build-



Queen Square (Looking North), St. John, N. B.

thence, by transfer, to New York and other Atlantic ports, in fast, commodious and staunch steamships, thoroughly modern in design and construction, and fitted up with truly metropolitan elegance.

Through this service St. John and other Northern ports are as truly and as permanently identified with the great summer migration of population as Boston, New York or Philadelphia.

The travelling public have been fortunate in having a fleet of ships assigned to this service which have won the favor of thousands of summer tourists whom an inferior service would have kept away. In this respect there is a marked advantage over the summer colonies further

(Cobb) and "Governor Dingley." This arrangement is ideal, as it gives a very speedy direct service between the Provinces and Boston for all to whom economy of time is an essential, and for those who delight in a day at sea in a great sea-going steamship, and also provides a more local service, following the coast more closely, for business and pleasure trips.

Both routes are of great interest and beauty. The "direct" route carries the traveller well out to sea along a bee line from port to port. (Grand Manan is passed at close range Bar Harbor and the mountains of Mt Desert Island lie far off shoreward, and for the greater part of the trip the vessel speeds through the pleasant summer waters of the Atlantic Ocean.

It gives the traveller a pleasant sense of being off upon a sea voyage of some consequence to see the sun set in the ocean, far from any trace of land, and to watch him rise out of it in the morning with only some far distant island on the horizon to prove that one is still not quite out of touch with home. For this single day one is quite as much on the ocean—although without the perils of transatlantic traveling—as if he were en voyage for Europe, and his pleasure is heightened by the knowledge that he is borne by a strong and powerful steamship of greater tonnage than the average ocean-going steamer, and even more comfortably and carefully provided for, whether he lounges in the spacious saloons, or sits down to as fine a dinner as the splendid markets of Boston can provide.

The coastwise route, on the other hand, is patronized to the limit of its available accommodations not only by those who are journeying to and from Eastport, Lubec and the inland territory which they serve, but by many who, with either Boston or St. John as destination, still prefer the pleasant, ever-varying scenery along the coast.

On the direct route the "Calvin Austin" leaves St. John every Tuesday and Friday, and the "Governor Dingley" every Saturday at 6 p. m. eastern time, arriving at Boston at 2 p. m. the next day. Returning the "Calvin Austin" leaves Boston every Monday and Thursday, and the "Governor Cobb" every Sunday at 10 a. m., arriving in St. John at 6 a. m. of the following day.

On the coastwise route the "Governor Cobb" leaves St. John on Mondays and Fridays, and the "Governor Dingley" on Wednesdays at 9 a. m., touching at Eastport at 12.30 p. m., Lubec at 2.00 p. m., Portland at 5.00 a. m. Arriving at Boston at 3.00 p. m.

Returning, the "Governor Dingley" leaves Boston Mondays and Fridays, and the "Governor Cobb" every Sunday at 10 a. m., arriving in St. John at 6 a. m. of the following day.

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## THE DIRECT ROUTE AND COASTWISE ROUTE---VAR

### A Modern and Superb Service That Combines Speed, by Thousands Travelling for Business or Pleas

### the Coast of New Brunswick and New B

### the Athens of North America---The B

### Arrival---Cu's Showing the

### Diagrams of

and the "Governor Cobb" Wednesday at 9 a. m., Portland at 5 p. m., and are due at Eastport at 8 a. m., at Lubec at 9 a. m., and at St. John at 3 p. m.

This increased and improved summer service gives a daylight trip between Boston and Portland, one of the most interesting stages of the voyage.

Connection is made at St. John with the St. John River steamers, the New Brunswick Southern Railway, the Intercolonial Railway, the Dominion Atlantic Railway, and the Canadian Pacific Railway, for all points in New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland.

A traveller leaving Summerside arrives in St. John, one hundred and sixty-seven miles, by the steamer "Empress" and the Intercolonial Railway, in from six to seven hours; thence to Boston over the direct route of the Eastern Steamship Company, two hundred and eighty miles, in about eighteen hours.

By the coastwise route the distances and the time are as follows: to Eastport 58 miles in three and a half hours, Eastport to Portland 183 miles in fourteen hours, Portland to Boston 110 miles in eight hours.

A remarkable feature of this modern super ocean service between St. John and Boston consists in the great extent and variety of the Company's connecting routes. The fleet of vessels has been steadily augmented and improved, and the service extended until today it covers practically the entire coast of New England as far south as Boston.

In addition, the two routes between St. John and Boston, already mentioned, are called the company operates three other main divisions, and three auxiliary divisions. These divisions meet either at Boston or at some intermediate landing point in such a manner that one who is bent on a summer outing may transfer from one division to another, and thus tour, in a delightful manner, the entire coast.

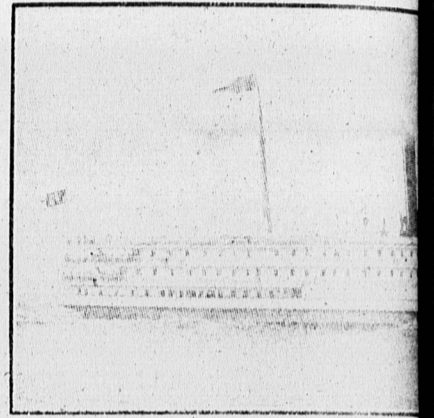
The main divisions include, besides the "International," the "Portland," the "Kennebec" and the "Bangor" divisions. The Portland division connects Boston and Portland, at which latter port the coastwise ships of the International division call, so that here the passenger from St. John may stop off, either to go on at his leisure or to change to one of the auxiliary divisions and cruise among the islands of the Maine Coast.

The Kennebec division unites Boston with Bath, Gardiner and Augusta,

Maine, besides many smaller towns, cities and seaside resorts. Here also, at Bath, connection is made (for passengers from Boston) with an auxiliary division which serves an au-

ports of Frenchman's Bay, Bar Harbor on Mount Desert Island as terminus.

To cover this extensive mileage the Company maintains a fleet of trans-

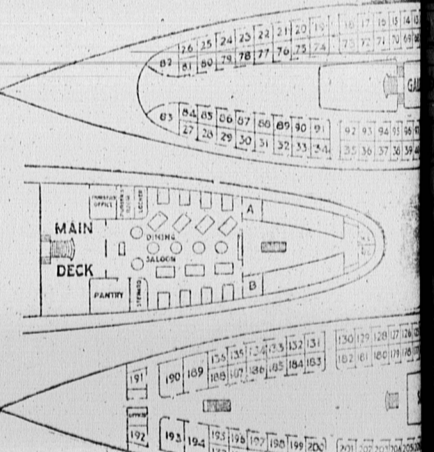


S. S. Calvin Austin of the

ally fine "marine district," thickly set with islands replete with historical interest, and charming in their own picturesque beauty.

The Bangor division connects Bos-

one steamer plying between the "Calvin Austin" and the "Governor Dingley" (each of nearly ten thousand tons) down to the little "Danabrian" of 55 tons.

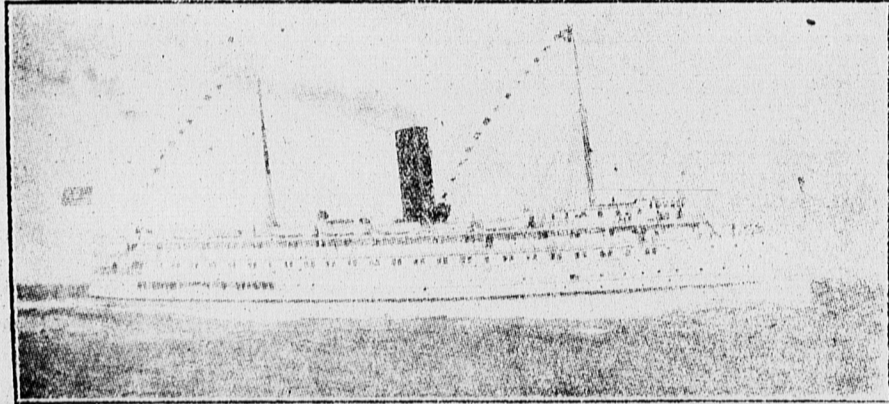


Steamship Calvin Au

ton with Rockland and the many coastwise towns and cities dotted along the lovely Penobscot Bay and River up to the head of navigation at Bangor. At Rockland the third auxiliary division starts, proceeding thence along the famous summer

The Guardian shows here a few characteristic views of some of the vessels comprising this fleet, and brief account of one or two of them may be of interest.

The Steamship "Calvin Austin," one of the two largest ships on the "International" division, is built of steel, the construction being of the highest grade, with double bottom, a safeguard against injury, and a series of five watertight compartments. One of these is of the long known as a collision bulkhead. With all these ample safeguards, the vessel is so staunchly and rigidly constructed as to make her practically unsinkable. It takes powerful engines to drive a four thousand ton steamer (her exact displacement is 6,255) at the high speed maintained on the route, and the triple expansion engines on this ship require a battery of four big naval standard boilers



S. S. Governor Cobb of the Eastern Steamship Line.

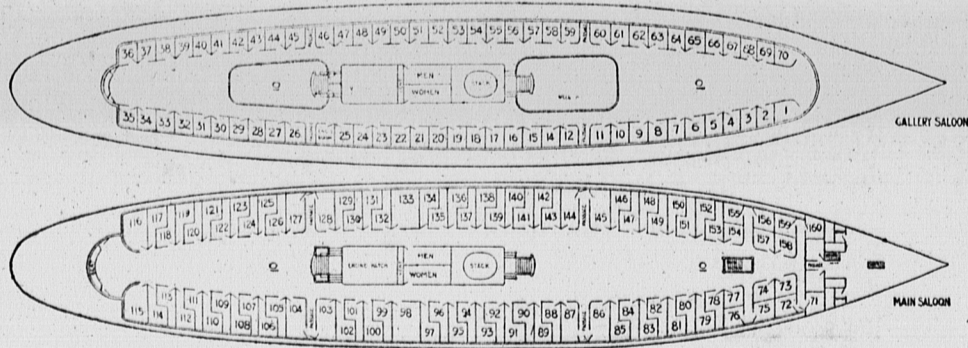
respect than those at which this line touches. Not content with "well enough" and a record of past seasons to which the commendation of the public may well lead, this Company to "point with pride," it spares neither pains nor expense to keep even with the times not only in the essentials of safety and speed, but in all minor details which make for the increased comfort and pleasure of its guests.

ing up of a large and finely equipped organization. It demonstrates the mutual importance to each other of the American and Canadian communities which it serves and has proved to be of marked benefit to the Provinces by placing them in more convenient communication with the large centers of population along the Atlantic seaboard.

From the establishments of these steamships the purpose of the man-

with especially so with the Steamships "Calvin Austin," and "Governor Cobb."

The "Austin" and the "Cobb," which are by far the largest and finest of the Company's fleet have been assigned to the direct St. John route, supported by staunch and commodious ships for the Coastwise Route, while it is only within the past year that the Bangor Division of the Company has been equipped with ships



Steamship Governor Cobb—Stateroom Plan.

The splendid passenger steamers of the Eastern Steamship Company place St. John and the Maritime Provinces in quick communication with Boston, and provide a delightful and inexpensive means of making the trip. While the service thus afforded is of course based on business principles, it is nevertheless a distinct boon to the people as it is also to the summer guests; many thousands of whom come from all parts of the

ment has been to provide, at low cost, as fine and modern a service as possible; in fact, to extend as far as St. John the same luxurious and elegant means of travel to which the New Yorker is accustomed in taking the water trip to Boston.

Through this policy (as expressed in ships like the "Calvin Austin" and the service for which she is so favorably known) the traveller may now make the little voyage to Boston, and

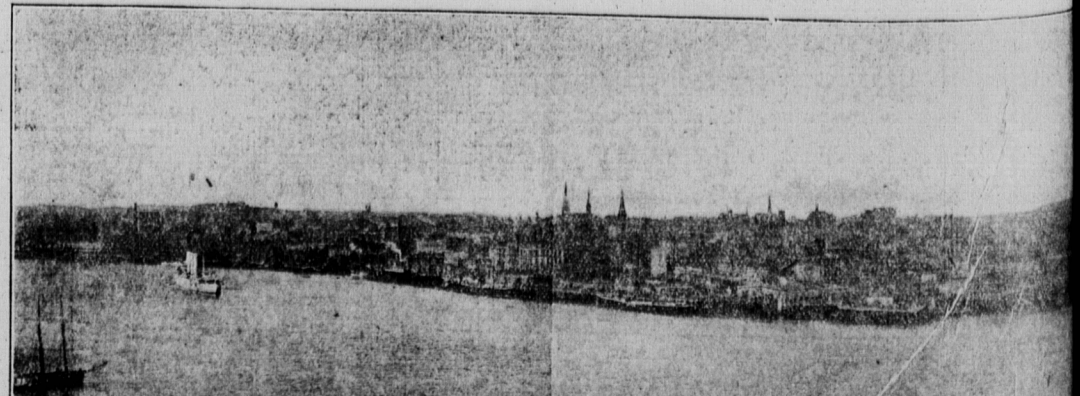
which measure up to their standard, although even these fall short of her tonnage.

The complete service between St. John and Boston comprises two distinct routes—the "Direct Route" and the "Coastwise Route"—with three trips weekly in each direction over each route. By the coastwise route St. John, Eastport and Lubec are linked to Boston and Portland, Maine, by the steel steamships "Governor



Reversing Falls, St. John, N. B.

Boston Water Front.



View of St.