Mle. from

- At Garson Junction a branch leads

 267.9 Gurson Junction Alt. 888.0 tn the Garson Mine, where active mining operations are being conducted.
- A successful agricultural community of 271.8 Hammer Alt. 968.0 French Canadians is here engaged in mixed farming.

OTTAWA-WINNIPEG ROUTE

				Striking west from Rideau
120.9	Rideau Innetion	Alt.	289 0	Junction, the lines of both
126.0	Bell's Corners	6.7	268.0	the Canadian Pacific and
132.4	South March	1.6	265, 0	Grand Trunk Railways are
137. 2	Malwood	**	250.0	crossed overhead; then, running
138.9	Dunrobln	**	249.0	through a fine stretch of agri-
142.5	Woodlawn	**	258.0	cultural country, the Ottawa
148.4	Fltzrov	1.6	243,0	River is again approached and
155.2	Pontlac	•••	261,0	crossed just below Fitzroy.
159.9	Norway Bay	• • •	322.0	Skirting the river on the
162.8	Bristol	16	321.0	Quebec side, the thriving town
169. I	Clarendon	• • •	331.0	of Amprior is observed on the
174.1	Dufort, Que.	61	330.0	Ontario shore. A short distance
180.9	Forester's Falls, Ont.		398, 0	farther on Norway Bay, a
187 5	Beachburg	•••	511.0	promising summer resort situ-
194.7	Finchley	• • •	429.0	ated on a fine strip of sandy
	•			beach, is passed. For the next

twenty miles, or as far as Portage du Fnrt, the route lies on the Quebec side of the river, but here a final crossing is made into Ontario.

Portage du Fort is a picturesque little town at the foot of a formidable series of rapids and falls with a combined drop of about 100 feet. In the old pioneer days a seven-mile portage led to Bryson at the beginning of the next navigable stretch above,—hence the name "Portage of the Strong," no weaklings being tolerated in the vicinity. In those days, navigation was by bark canoe, and commencing with the voyage of Champlain over three hundred years ago, a steady stream of these picturesque craft went back and forth, to and from, the far-flung trading posts of Lake Huron and Lake Superior. No wonder the history of the Ottawa River is replete with interest and romance, and that its course is marked every mile or two by names conferred by the French voyageurs.

After the voyageurs came the lumbermen, holding sway for three-quarters of a century, and adding much to the history and nomenclature of the river. Their great rafts of squared timber, a couple of acres in area, dotted over with little sleeping cabins, dominated by the central cooking caboose with its open fire, and manned hy a crew of from twenty-five to thirty giants in slouched hats, spiked boots and brilliant-hind neckwear, were almost as picturesque and unique as a brigade of great birch canoes sweeping up the river, with its fifty voyageurs straining at their paddles to the strains of "En Roulant ma Boule" or "La Claire Fontaine." However,