

## INFORMATION FOR TOURISTS.

**T**RAVELLERS from Niagara Falls via Toronto for the Thousand Islands and Rapids of the St. Lawrence, leave by New York Central Railroad for LEWISTON, or Niagara, thence by steamer direct for Toronto, or from the Clifton House by rail to Toronto; they can also go from Suspension Bridge by rail via Hamilton.

The steamers and railways reach Toronto in ample time to connect with the splendid steamers of the Richelieu & Ontario Navigation Co., leaving daily (Sundays excepted) at 2 o'clock P. M., for the different ports on Lake Ontario to Kingston, and through the Thousand Islands and Rapids of the St. Lawrence, running under the Great Victoria Bridge, arriving at Montreal at 5.30 P. M., connecting with this Company's MAGNIFICENT STEAMERS for Quebec.

A brief sketch of the cities and towns at which these steamers call may not be uninteresting to the tourist, especially as they are made during daylight.

**LEWISTON.**—This village is a place of considerable importance, being situated at the head of navigation on the lower Niagara.

Once on board, the steamer passes along Niagara River for about seven miles, the current still running very rapidly, until it finds its way into Lake Ontario. Situated nearly opposite Lewiston is

**QUEENSTON.**—This village is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. Brock's Monument stands on these heights, and is 185 feet high. The next stopping place is

**NIAGARA,** one of the oldest towns in Ontario, and was formerly the capital of the Province. The trade of this place has been largely directed to St. Catherine's since the completion of the Welland Canal.

Almost immediately after leaving Niagara we pass between the two forts, Niagara and Massasauga. From this point we pass into the lake, and once in the centre, almost lose sight of the land behind; and the City of Toronto immediately in front, on approaching which the sight from the steamer is very fine. Its public buildings and wharves show it to be a city of importance and prosperity.

**TORONTO** is the Capital of the Province of the most flourishing cities in the Dominion. A beautiful bay, separated from the lake by a point called Gibraltar Point, which serves to form a safe harbor. Its streets are broad and well laid out, and generally is built of a light-colored brick, of a soft texture. Its buildings are very substantial and many of them are over fifty churches and about fifteen banks, and its edifices are strikingly grand. Its fine harbor is well adapted for extensive traffic, and various lines of lake steamers run daily to all ports East and West. Five lines connect the city with all places of importance.

Having viewed Toronto, we arrange for the continuation of our tour eastward, which may be done either by rail or by steamer. We choose the former, we avail ourselves of the transportation afforded by the boats of the Richelieu & Ontario Navigation Co. (Royal Mail Line), which leave the city for Montreal at 2 o'clock, P. M. Next morning we call at

**DARLINGTON,** which has many mills and other products from the interior; it is the next town of Bowmanville, which is two and one-half miles from the next calling place is

**PORT HOPE,** situated sixty-three miles from Toronto, its harbor is one of the best on the lake; it is a pretty town with a population of over 6,000 inhabitants. The Midland Railway terminates here, and other towns in the interior make calls. Six miles further the steamers call at

**COBOURG,** a town of 5,000 inhabitants; situated on the north of an exceedingly fertile section of the country, it has a commodious harbor; an extensive trade in grain, and other products is carried on here. After leaving this town the next stopping place is the city of

**KINGSTON,** which after Quebec and Halifax, is the third largest city in the Dominion. A settlement was begun here in 1672, under Governor De Courcelles in 1672, and was called Cataraqui. Subsequently a massive stone fort was built here, called de Frontenac, and received his name. This fort was in the possession of the French and the Indians, until it was taken by the expedition under Col. Bradstreet in 1758. It fell into the hands of the English, from whom it received its present name. A large trade is done here in the transportation of goods from lake vessels into barges. Amongst other public buildings, the Provincial Penitentiary, the Military School, and the

On leaving Kingston (5.00 A. M.) the steamer proceeds to the wonderful and beautiful collection of isles known as the