

having products to ship of any amount or bulk, has a railway siding running to its doors, and the space and power available for the sites or water powers of scores of factories are on the line of railway sidings. The Grand Trunk has sidings netting the town and river banks—on the west side, from the Stove works in the south to Hilliard's mills in the north; and on the east side, from Ashburnham to Nassau, a distance of three miles, and the C. P. R. sidings run for a long distance parallel to the river, and serve over half a score of important industries.

The facilities for travellers reaching, or departing from, Peterborough, leave nothing to be desired, in this respect. Going west—he has three routes, open by trains departing, daily, at different hours—by C. P. R.; or by G. T. R., *via* Port Hope and the main line, or, *via* Lindsay and the Midland Division. Going east—he can go by, either, the C. P. R., or the G. T. R. *via* Belleville, or by G. T. R. *via* Port Hope and (in both cases) the main line. By any of the southern Grand Trunk routes, connection is secured with all the chief lake steamers in the summer season. The shipping facilities are consequently of as great facility as the travelling conveniences. By the Omemee branch of the G. T. R. a direct route is opened to the northwest—to Midland on the Georgian Bay, and, by the railway connections, with the steamer lines of the northern lakes. Thus, it will be seen, there is, so far as practical requirements go, no limit to the railway and traffic conveniences of Peterborough—it is commercially *en rapport* with the whole North American continent; through the great Atlantic ocean lines with the old world; and, through the Pacific steamer lines, with the eastern world and Australia—by railway lines running through the town.

Some idea of the importance of the railway connections of Peterborough may be formed from the fact that during the year 1887, the aggregate of freight received at the two railway stations in Peterborough, is two hundred and thirty-three million pounds or 106,517 tons, of which 50,332 tons were received, and 56,185 tons forwarded.

The average daily number of trains arriving at, and departing from, the two railway stations, is the large number of fifty, and this number will be increased by the timber and lumber traffic, which will be developed by the opening of the Chemong Branch of the G. T. R., which is now completed and will be in full operation in the spring of 1889.

#### PETERBOROUGH'S SUPPLEMENTARY LUNGS.

Among the many circumstances which make Peterborough a desirable and pleasant place of residence, especially in summer and autumn, the fact of the proximity and accessibility of numerous summer resorts—upon every side of the town—is not the least important. These are easily reached by rail or steamer, and the furthest is, not only not far, but a large portion of the journey thither is a part of the pleasure. A railway run of some nine miles, chiefly close to the banks of the rapid Otonabee river, on the Lakefield branch of the Midland railway, takes the tourist to Lakefield, where five, swift, tidy and comfortable steamers invite his choice to carry him over the island-studded expanse of Stony Lake, whose general features resemble and equal, in attractiveness, the most beautiful portions of the Lake of the Thousand Islands. The islands in Stony Lake are, many of them built upon—cosy summer cottages—and there is room for many more. In the summer season hardly an island can be seen, of sufficient size, which does not contain a tent. Tourists from all parts of Canada and the United States seek the pleasure to be found on Stony Lake, whose popularity grows with every season. From Stony Lake, the locks at Burleigh lead to Lovesick Lake, Deer Bay and

Pigeon Lake, waters. From another point, another distance of 150 miles, attractions.

Taking a steamer, reached, a summer resort, many summer features. gained by pleasures later, by steel.

A summer and Camp, summering the rice belt.

Besides of which some western lakes are easily reached, Peterborough is a discomfort.

The parks maintain county corporation grant of \$ funds of the with a four velvety swadiest wea fully situated portions; to the wall it is gained steps or stone divides the park its name public to maintain a resort.