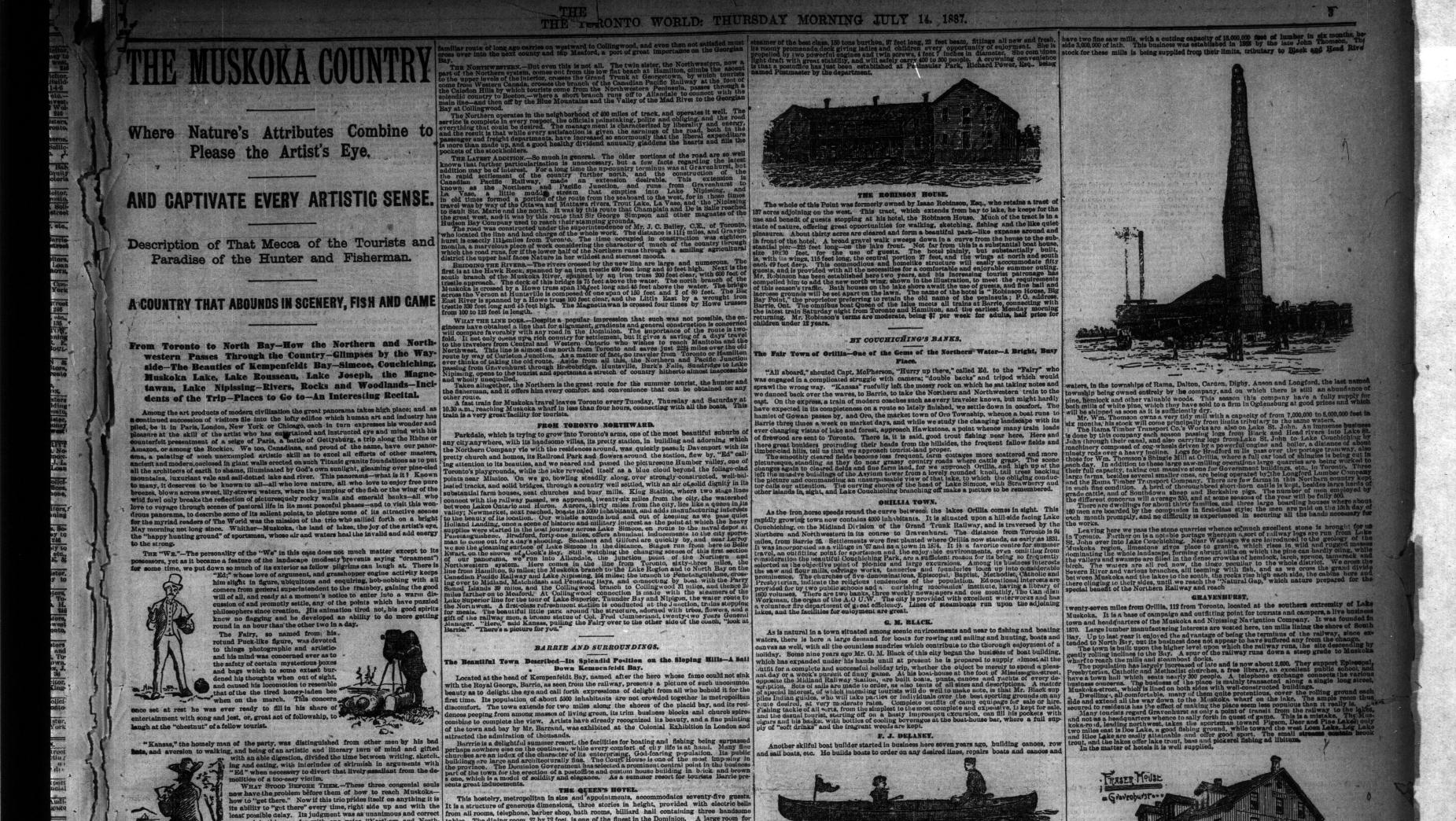
THE PRONTO WORLD: THURSDAY MORNING JULY 14. 1887.

have two fine saw mills, with a cutting capacity of 18,000,000 feet of lumber in a side 3,000,000 of inth. This business was established in 1968 by the late John T stock for these mills is being supplied from their limits, tributary to Black and





Comfort to Every Traveler. But first a word or two as to the means by which the tourist will reach the north country. Making Toronto the starting point, the Northern Railway gives the necessary transportation, the Northwestern, under the same management, doing a like duty for the traveler further west. The Northwestern, under the same management, doing a like duty for the traveler further west. The Northwestern outs through the Western Ontario peninsula from Lakes Ontario and Eric-on the one hand to the Georgian Bay and on the other straight through to the Lake Nipsising junction with the Camdian Pacific Railway. At the south it forms direct ection with the Grand Trunk line east and west and the largest American railway system. In each that road's entry into Western Ontario. It is the line of communication be tween such points as Toronto, Humilton, Barrie, Collingwood, Meaford, Penetanguishene. Orillia, Gravenhurst, Bracebridge and the whole Muskoka country, and it is the oldest road in Canada.

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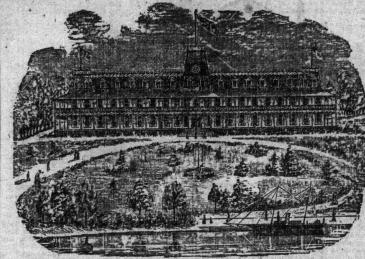
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Canada. Commencement or the Roan.—The original name of the line was the Ontario, Simcoe and Huron, from being designed to connect the waters of the three lakes that gave the road its mame. The name "Northern" was given, however, not long after construction as more appro-priate and convenient. The first sod was turned on Oct. 15, 1831, by Lady Elgin, wife of the then Governor-General. The dirst sod was turned on Oct. 15, 1831, by Lady Elgin, wife of the then Governor-General. The coremony was performed opposite the Parliament Hulidings on Front street, and of the people who turned out to witness the ceremony, not one could have dreamed what a sight the spannade of to-day would be, nor that the projected railway of that day wa, to in these times people who turned out to witness the ceremony. The one could have dreamed what a sight the spannade of to-day would be, nor that the projected railway of that day wa, to in these times people who turned out to witness the ceremony. The one could have dreamed what a sight the months the road was constructed as far as Aurora, some thirty-five miles. To be sure it was for the most part over a very easy country, but the progress made was considered anazing. A short time ago the coestruction of the link from Gravenhurst to Lake Niptssing, over in part a store it was four finde of the undertaking was considered sufficient to make people go stow. Let us see what those early Canadiung proposed to do. At that time a passenger from Toronoto for Collingwood steged it up Yongo-street to Holland Landing, was ferried across Lake Simcose to Oriling, staged it to Oidwater, and then saild out through Matchedus Bay into the deorgrinn Hay, and so around to his destination. Here it was proposed to cause straight through to Barrie and Collingwood, and overcome in a few hours what it took days to accompliable in the old stage coach water way style. The First Locondarive was built in Portland, Maine, and reached Toronto May 16, 1833.

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anadian Pacific. anadian Pacific. anch leaves Allandale to cut through the rich townships to the north, and de-bint of this boautiful Buy where Do Breboar and his companion suffered martyr-are of civilization and Christianity-Penetanguishene. Still another, the old t Queen of the Isles kes regular trips to



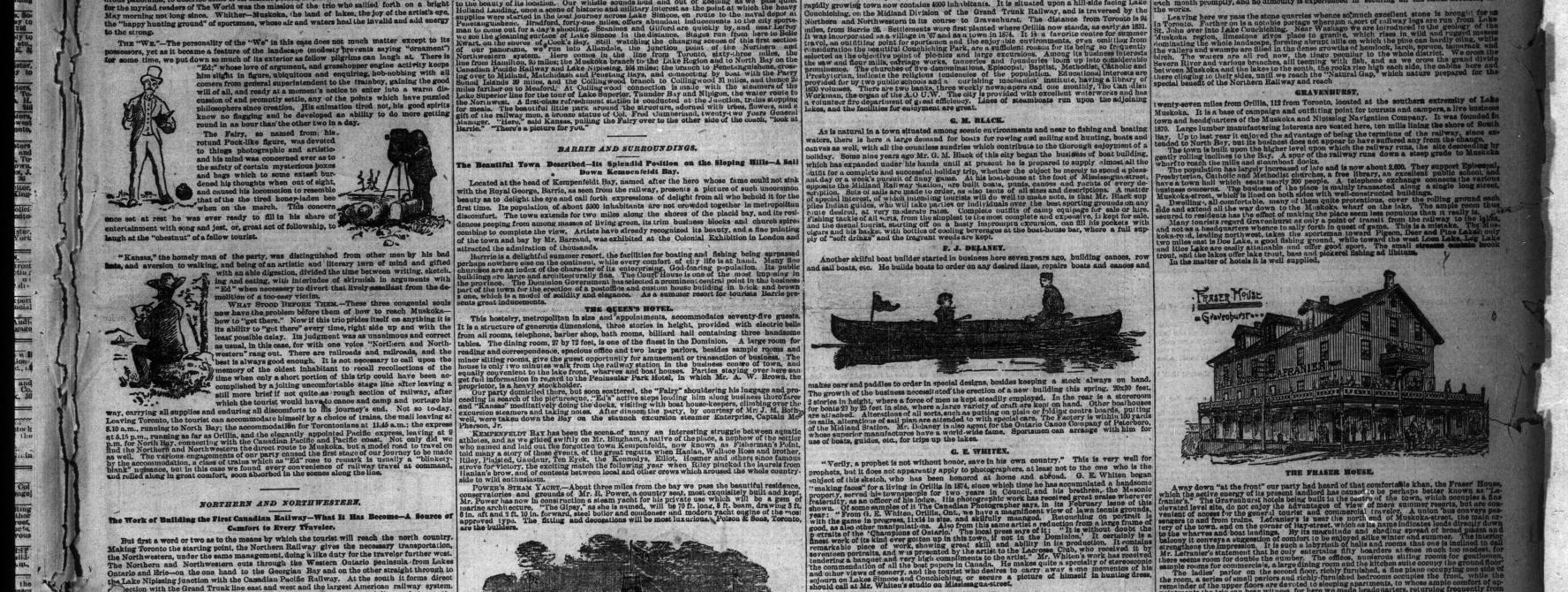
C. E. VHITES. "Verily: a prophet is not without honor, save in his own country." This is very well for prophets, but it does not apparently apply to photographiers, at least not to the one who is the abject of this sketch, who has been honored at home and abroad. G. E. Whiten began "making faces" for a living in Orillia in 1874, since which time he has accumulated a handsome "rateign faces" for a living in Orillia in 1874, since which time he has accumulated a handsome trateirnity, as an officer of his holds. This photographic work has received great praise wherever shown. Of some samples of it The Canadian Photographer says. In its February issue of this year. "From G. E. Whiten, Orillia, Oat, we have a magnificent view of lawn tennis grounds, with the game in progress, lixis in size, and skilfully maangod. Reiouching on portrait is good, as also other mainplaintions of Ontario. The local press says of it: "It is without doubt the mest work of its kind ever gots on up in this tow, if not in the Domino." It contains a sevenices portraits, and wis presented by the artist to the Lacores apply without for a teroscored it endering a hanguet and rery high compliance to the actist. "Mr. Whiten's work has received it by the commendation of all the best papers in Canada. He makes quitue of himself in hunting dress, softwar on Lakes Simces and Couchiching, or secure a picture of himself in hunting dress, which can lake Simces and Couchiching, or secure a picture of himself in hunting dress."



"THE LONGFORD."

"THE LONGEVED." The most recent addition to the little nary of sizemers and steam launches plying on these is the Longford, a large excursion boat, recently put on by Mr. Thompson, Esq., Presi-tion and General Manager of the Longford Lamber Commany. Work on this boat was com-ient and General Manager of the Longford Lamber Commany. Work on this boat was com-ient and General Manager of the Longford Lamber Commany. Work on this boat was com-ient and General Manager. The Longford is a first-class excursion boat, \$2 feet keel, 16 she wis launched in May this year. The Longford is a first-class excursion boat, \$2 feet keel, 16 gers to mover round and only themselves free from the crowding too often experienced on gers to mover round and only themselves free from the crowding too often experienced on the too offer experience of fourteen miles an hour. Her master is Captain James Toronto. She is capable of a speed of fourteen miles an hour. Her master is Captain James and popular an officer the boat will not fail to become a favorite and the pride of these lakes. The cost of the Longford was \$750. Hor route will be substantially as follows: Leaving the (where the logs are portaged across on a steam tramway from Lake \$2. John into Lake to here the logs are portaged across on a steam tramway from Lake \$2. John into Lake all the waters of the lakes, around which is a village of some 300 inhabitants. Returning the and take off pienic and exampling marties. The boat off maily eaving Oriflia at 7.30 and and take off pienic and exampling marties. The boat off maily eaving Oriflia at 7.50 and and take off pienic and exampling marties. The boat off maily eaving Oriflia at 7.50 and and take off pienic and exampling marties. The boat off maily rain of the Queen of the and take off pienic and exampling marties. The boat off maily rain of the Queen of the and take off pienic and exampling marties. The boat formality runne of the source the off pienic and exampling marties. The boat formality runne of the s The major is not not not shall be table fulling not be defined and the second put on by Mr. Thompson, Kee, Post, Post

Longford Mills is situated about 100 miles north of Toronto, between Lake C John in the Township of Rama, County of Ontario. The principal business of the village is carried on by The Longford Lamber



THE FRASER HOUSE. Away down "at the front" our party had heard of that comfortable khan, the Fraser House, which the active energy of its present is and/ord has caused to be perinps better known as "La-formier". The Gravenhurst hotels being built in the centre of the town, which couples a fine olevated level site, do not enjoy the advantages of view of mere summer resorts, but are con-sengers to and from truins. Lefraniers is near the north end of Muskoka-street, the main ar-tery of the town, and on the corner of hay-street, which actuse lends directly down to the wharves and boat handings. By its magnitude and shading spread of broad plazas and balcony it convers a suggestion of comfort to be enjoyed alke whater and summer. The interiors it teres of the town is a first the second floor, richly furnished, a fine plane occupying one side of the room, a series of small periors and richly furnished bedrooms occupies the front, while the senders of the upper floors are devoted to sleeping apartments, to whose ample comfort of ap-pointments the front can be second floor, richly furnished bedrooms occupies the front, while the senders of the upper floors are devoted to sleeping apartments, to whose ample comfort of ap-pointments the front can be second floor, richly furnished bedrooms occupies the front, while the senders of the upper floors are devoted to sleeping apartments, to whose ample comfort of ap-pointments the trio can bear witness, for here we made headquarters, returning frequently from accursions up the lakes. The close was built many years ago by Dugal Brown, and takes its present title from H. H. Fraser, who enlarged it greatly. Mr. Lefranier purchased it two years ago and refitted and im-and the country and has a personal knowledge of the habitat of trout, bass, bear and deer. The GRAVENHURST HUNY CLUB is one of the most successful in a Canada, it numbers eight of the country and has a personal knowledge of the habitat of trout, bass, bear and deer.

any in the country and has a personal knowledge of the habitat of trout, bass, bear and deer. THE GRAVENHURST HUNT CLUB is one of the most successful in Canada; it numbers eight members, all expert woodsmen, and when they with their invited guests, take the field every 20th of October for a two week's hunt the denizers of the forest may well tremble. The memburs are: Andrew Harvle, captain: Des Fortier, Geo. Tollman, Geo. Cooper, Win. Warnocke, Sail Vernon, Harry King and Wm. J. Scott. The score of deer brought in for the last three years was: '86, twenty-two: '85, thirty; '84, twenty-time. More than one of our Toronto sporismen have cumped with the boys on these outings and can testify alike to the excellence of their hunting grounds and their skill in all wood craft.

AT THE POST OFFICE.

AT THE POST OFFICE. When a man of the domesticated sort is away from home his chief anxiety is to receive on time those messages from the domestic wigwam which assure him that all is well, and contain his remittances. If the postmaster at Gravenhurst, Mr. J. P. Cockburn always succeeds as well in forwarding the missives entrusted to his care as he did when chasing us round the lakes with our letters and parcels he will do well indeed. In addition to his duties as postmaster (Graven-hurst is a money order and savings bank office), Mr. Cockburn conducts the telephone exchange and a store which is headquarters for newspapers, books, stationery and fishing tackle, and the business of seedsman and florist, supplying the whole region. He makes a specialty of furnish-ing information regarding the Muskoka region, the lakes, routes, fishing grounds, etc., and intending visitors may always be sure of a reply to any letters of inquiry.