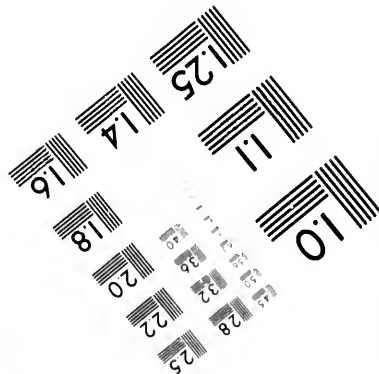
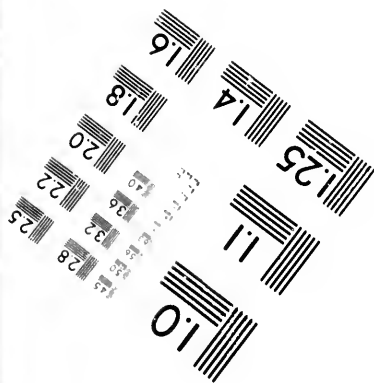
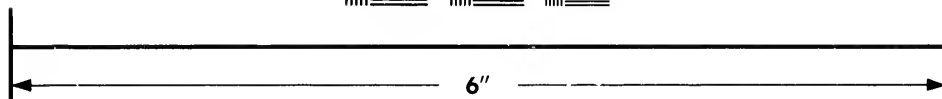
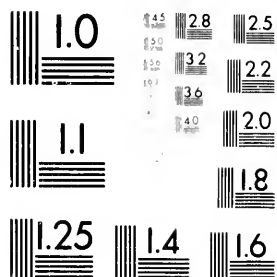


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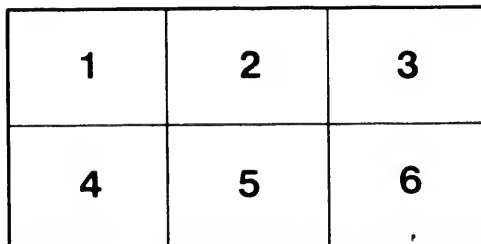
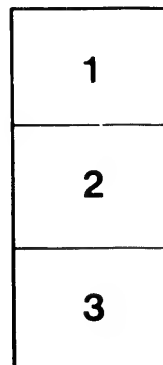
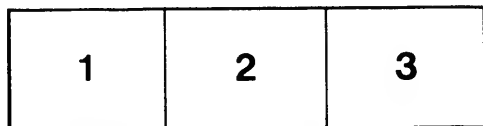
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"PICTURESQUE CANADA."

THE NORTHERN LAKES
OF
CANADA.



(Lake Joseph.)

THEIR
SUMMER RESORTS AND SPORTING DISTRICTS.

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THE
NORTHERN LAKES GUIDE



TO

THE NIAGARA RIVER,
LAKES SIMCOE AND COUCHICHING,
THE LAKES OF MUSKOKA,

The Georgian Bay and Great Manitoulin Channel,

AND

LAKE SUPERIOR,
THE DALLES OF ST. LOUIS & MANITOBA.

GIVING A

DESCRIPTION OF THE LAKES AND RIVER SCENERY,

WITH THE

BEST SPORTS FOR WATERSIDE SUMMER RESORTS, HOTELS,
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Late of the "Queen's," and "Arnall House," Barrie.

The Travelling Community will find this establishment suited to their requirements and deserving of their patronage.

SAMPLE ROOMS FOR COMMERCIAL TRAVELLERS.

Excellent Billiard Parlor with Two Tables. Excellent Stabling connected with the House.

ESTABLISHED 1870.

BRITISH LION HOTEL, BRACEBRIDGE,

MUSKOKA DISTRICT.

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Patronized by the Earl of Dufferin, Duke of Manchester, &c., &c.

This Hotel is situated in the centre of the NORTHERN HIGHLANDS, and Lake District of Muskoka, and affords FIRST-CLASS ACCOMODATION to the TOURIST, or BUSINESS MAN. It is within easy distance from the MUSKOKA FALLS.

RATES \$1.00 AND \$1.50 PER DAY.

"PICTURESQUE CANADA,"

A GUIDE TO THE NORTHERN LAKES.

TO THE TOURIST.

EVERYBODY travels so fast and so far now-a-days that it takes a big continent like this of ours to keep up a fresh set of routes for the enterprising tourist. Here there is *something new*—not that the routes mentioned in the following pages have not been travelled by some—but that they are in the babyhood of summer travellings, have novel features of their own, and a freshness from not having been hackneyed by the rush of crowds. Many have swept past Canada and shot the rapids along its shores, many have been to Lake Huron and along the south shore of Lake Superior, but there is a great new territory of lake and river, forest and rippling stream left for exploration and for pleasure tours in this "Northern Lakes District of Canada."

The lovely *Lakes of Muskoka*, dotted with islands of every shape and form, clad in rich verdant costume of mossy bank and graceful tree; the land locked *Georgian Bay*, where deep sheltered inlets give pleasant summer sails, and the "Parry Island Archipelago" a very "maze" for boating trips thence; the *Great North Manitoulin Channel* past the lofty Lacloche Mountains and through the straits of cliffs and islands to the broad green swells of *Lake Superior*, the mother of many waters. What says the author of "The Great West" of this route?—"The route of Georgian Bay and the northern coasts of Lake Superior is as easy and pleasant a sail as from one end of Loch Lomond to the other. This route is becoming a favourite summer excursion with Ontarians; and it ought to be taken by all tourists who wish to see something of our magnificent system of inland navigation and its possibilities as well as the reality; why these great expanses of water should be called "lakes" when the Baltic, Black, Caspian, Azor, Aral are seas is perhaps what no fellow can understand. That the former are reservoirs of fresh and the latter of salt water is the only reason assigned. Of all great lakes Superior corresponds least

to the ordinary conception of a lake. Day after day you can sail over its deep crystal waters without seeing land. It breeds rains, storms and fogs like the sea. Its waters are as cold in an American summer as the Atlantic. We heard from sailors stories of its strength and fury, but except a thunder squall, with which it greeted us as we entered between its portals, Capes *Gros* and *Iroquois*, our sail along its shores was as delightful as warm suns, bracing air and cool nights could make it to men escaping from the fierce July heat and suffocating dust of the cities."

But there are "Northern Lakes" beyond, and these the Earl of Dufferin, with facile pen, describes, after himself passing, in 1874, over all the "Northern Lake Routes :"

"But even after having ascended the St. Lawrence itself to Lake Ontario and pursued its course, the Niagara and Lake Superior to Thunder Bay, a distance of fifteen hundred miles, where are we? In the estimation of the person who has made the journey, at the end of all things, but to us, who know better, scarcely at the commencement of the great fluvial systems of the Dominion. For from that spot, that is to say, from Thunder Bay, we are able to ship our astonished traveller on to the Kam-inistiquia, a river some hundred miles long; thence, almost in a straight line, we launch him on the Lake Shebandowan and Rainy River, a magnificent stream a couple of hundred miles long, down whose tranquil bosom he floats into the *Lake of the Woods*, the beauty of whose scenery while sailing through a succession of land-locked channels resembles but certainly excels the far-famed Thousand Islands of the St. Lawrence."

Here, then, is something new, and all throughout these districts are good but plain hotels, moderate charges and homely care. Fishing and shooting in new and unexhausted forest wilds; boating and strolling pic-nics and love stories and all the beauties of a summer idyl.

Turn north then, tourist, to the Northern Lakes.

Niagara Falls,

It is not within the scope of this guide to give any notice of the beauties and scenes of the surroundings of Niagara Falls, but rather to draw the attention of visitors to further fields of travel. Canada affords many pleasant sojourning places, some among which are named in these pages in the hope that they may be as much enjoyed by others as they have been by those who have already visited their scenes.

Their stay completed at this world-centre of attraction, the health-seekers and sight-seers scatter on their various routes. Those for the North or East of Canada, for the "*Northern Lakes*," or the "*River St. Lawrence*" make for *Toronto*, across Lake Ontario.

Leaving Niagara Falls, the New York Central Railway passes the Suspension Bridge, and then, following the course of the river, winds down the cliff. Far below roars the mighty torrent, then past the merciless curvings of the whirlpool, and so, released from this, in gleeful dancing waves, the rapid current widens out into broad river at

Lewiston.

Here busses are at the station to take passengers and their baggage to the steamboat landing, where *General Gains*, an ancient Negro, with bushy white hair and voluble tongue, may greet the visitor and give the history of himself and the other "institooshuns" of the place.

The Niagara River.

In the early days of Western settlement, before the construction of the Welland Canal and the introduction of railways, this river was the busy scene of transport of all passengers and supplies passing between Lake Ontario and Lake Erie. Here was the "portage" past the Falls of Niagara, and the large canoes of the "North-West" and "Hudson Bay" Companies might be seen, laden with supplies or returning with furs from the districts north of Lake Superior. But now excursionists, attracted by the picturesque beauties of its shores, reign supreme, and splendid passenger steamers take the place of puffing tugs and cargo-laden vessels.

The passage across the Lake giving full advantage of the pure cool winds which, during the summer fan its surface, have made this route one of the most attractive to the citizens of Toronto and neighbourhood.

Leaving dock at Toronto in the afternoon, the trip across the Lake is made in about two hours, at Niagara the river is entered, and thence the river is ascended to the head of navigation at Lewiston. Cheap fares, and fine boats have been appreciated by the Travelling Public as well deserving their patronage.

The elegant steamers "City of Toronto" and "Chicora" form the daily line to Toronto, and, embarking in one of them, the trip commences. To the left, on the Canadian bank and close to the remains of the Suspension Bridge—unfortunately carried away by a storm in 1864—is *Queenston*, once a place of importance but now remembered only in history.

High above rise the *Queenston Heights*, surmounted by the monument to General Brock, who gloriously fell in the Battle of Queenston, in 1812.

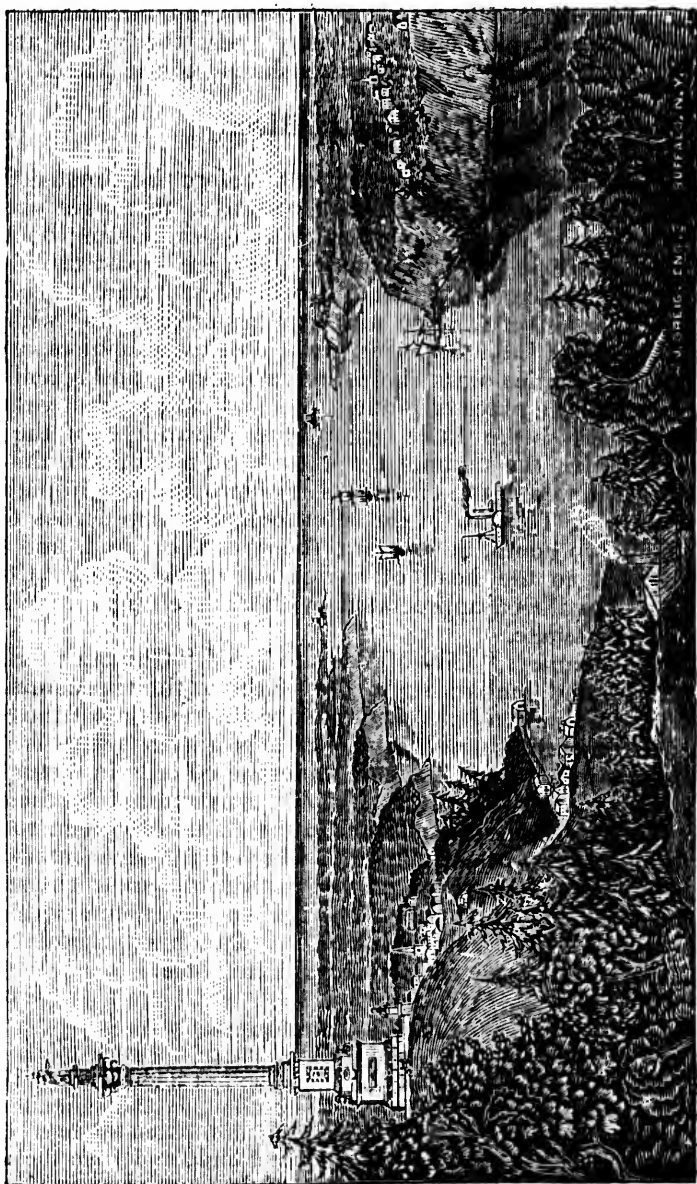
In 1824 the remains of the General, which had been interred in Fort George, at Niagara, were removed to this historic spot, the scene of his death, and, the first monument erected to his memory having been blown up by a vagabond named Lee, in 1840, his grateful countrymen raised the present magnificent structure in its place.

Brock's Monument.

On the corner of the base 40 feet square and 30 feet high, are four lions; above this rises the fluted Corinthian column of free-stone, on the summit of which is placed a colossal statue of General Brock, his arm extended over the country which he died to defend. The whole is 185 feet high, and from the top, reached by a winding stair-case in the interior, is one of the finest views in Canada.

The wooded knolls and fertile plains of the "garden country;" the winding of the Niagara River; the blue water of Lake Ontario, dotted

with many sails, and on clear days the opposite shores, 40 miles away, lie like a panorama before the view.



THE NIAGARA RIVER AND BROCK'S MONUMENT.

Returning to the River, the swift current eddies along the high wooded banks, and rounding the many curves, in 7 miles the Lake is reached.

On the American shore is *Youngstown*, and on the Canadian, the town of *Niagara*, once the Capital of Upper Canada and the seat of Government, but now a favourite place of summer resort for the citizens of Toronto.

Upon a bluff, with broad verandahs, facing the fresh breezes of the Lake, is the "Queen's Royal Hotel," a first-class house, kept in first-class style by the proprietors of the "Queen's Hotel," Toronto. The pleasures of unlimited fishing, bathing and boating, the surrounding district of romantic and historic interest, good roads and pleasant drives, and the Saturday "Hops" at the Hotel, make a stay in Niagara most enjoyable, so much so that the "society" of Toronto, moves *en masse* in summer across the Lake and occupies the many pleasant private residences which comprise the town.

The Forts of Niagara.

As commanding the only route of transport, in early days, the mouth of the Niagara River has been the scene of many conflicts. The whites and Indians, the Senecas and Onondagas, long struggled for its possession. On the Canadian shore are *Fort Missasauga* and *Fort George*, earthworks of strength, and on the American shore rise the high, white walls of *Fort Niagara*. Here in 1687, the French under Chevalier de la Troye, were hemmed in by the Senecas, only 10 of the garrison escaping by boat; but afterwards being re-occupied, the Fort was besieged in 1759, for 12 days by the English forces under the command of the gallant General Prideaux, who fell in leading the assault, and the French under General Pouchot, surrendered to his successor in command, Sir William Johnston. It was then for many years held by the British. Having been transferred at the "Declaration of Independence" to the United States, it was again bombarded from *Fort George*, and evacuated by its garrison in 1812.

Now the dismantled Canadian Forts, and the echoing "sunset gun" mark the reign of better days, in which the guardians of each River shore are rivals only in the arts of peace.

The Battle of "Queenston Heights."

The surroundings of Niagara teem with historic reminiscences. Here sat the first Parliament of Canada, meeting in primitive simplicity beneath the shade of a spreading oak. Here were the headquarters of the garrison, and gallant soldier courted pretty maid in the festive days of the Capital of Upper Canada. But there were more stirring scenes than these, and deeds of valour took the place of sports of love.

The most renowned of the many strifes along the River, was the battle of Queenston Heights, fought on the 13th October, 1812. The two countries had drifted into war, and on the morning of the 11th, the Americans assembled a strong force at Lewiston, with a view of making an attack upon Queenston. Early on the morning of Tuesday, the 13th, their troops put off in 13 boats and boldly crossed the rapid river, covered by a battery of two 18, two 6-pounders and two field pieces, which they had placed on the high bank, completely commanding every part of the

The Queen's Royal Hotel

NIAGARA.

THIS Hotel and Summer Resort is located opposite Fort Niagara, in one of the finest farm and fruit districts of the Dominion. It stands in a beautiful grove at the mouth of the Niagara River on the shore of Lake Ontario, 14 miles from the Falls, 12 from the Suspension Bridge, and same distance from St. Catharines.

It is capable of accommodating over 300 guests. Its internal arrangements are complete—Bells, Gas in every room, Hot and Cold Water. The rooms are mostly "en suite," and well adapted for families, with large Drawing Rooms for ladies, and spacious Halls for promenading.

A fine Billiard Room and Bowling Alleys are in separate buildings.

POPPENBURG'S CELEBRATED BAND

furnishes the music at the "Hops," which are held weekly in the large Ball Room built especially for that purpose.

AS A FAMILY HOTEL THE "QUEENS ROYAL" IS UNRIVALLED.

Board from \$12 to \$20 per week, depending on location of room.

McGaw & Winnett,

PROPRIETORS.

NIAGARA, ONT.

opposite shore from which a landing could be effectually opposed. The British batteries were one 18-pounder, high up on the Queenston Heights, and another 24 pound carronade, placed a little below the village. Three of the boats put back, while the remaining 10 struck the shore a little above the village, and then returned for more troops. The British force in Queenston consisted of two companies of the 49th Regiment and the "York Volunteer Militia," altogether about 300 men. These under Captain Dennis advanced with a 3-pounder against the first division of the enemy under Colonel Van Rensselaer, who had formed his men near the river and was awaiting the arrival of the next boats. The Americans were driven with some loss behind a steep bank close to the water's edge, where they were reinforced with a fresh supply of troops and returned the fire of the British, who, stationed on the brow of the hill fired down upon them.

A turn now took place in the course of the battle for a strong detachment of the Americans, under Captain Wool, passing unperceived around a point of the river ascended the rocks by a path which had been considered impassable, and gaining the crest of the heights thus took the 18-pounder battery in rear. Captain Dennis was now compelled with considerable loss to retire to the village.

Meantime Sir Isaac Brock, in Niagara, hearing the cannonade, and thinking that the attack at Queenston was only a feint to draw the garrison out of Fort George which was then to be attacked by the main body of the Americans whom, he understood, were concealed in boats around the point on which Fort Niagara stands, determined to ride out himself and see how matters were before moving any of his troops.

Arriving with his two aide-de-camps at Queenston, he found the Americans, who had in the interval been strongly reinforced, and were about 1,000 in number in possession of the heights. Orders were despatched to General Sheaffe to bring up reinforcements from Fort George and to bombard Fort Niagara, which latter was done with such effect that its fire was silenced, and it was abandoned by its garrison. Although his available force numbered but 300, General Brock determined to retake the Heights, and dismounting charged at the head of his men. With impetuous rush and despite the superior numbers the hill was being carried.

But now the gallant Brock struck by a bullet in the breast, fell near a thorn bush which marks the spot, and giving his last order, "Push on the York Volunteers," lived only long enough to express the wish that his fall might not be made known to his men. Gallantly breasting the Height his aide-de-camp, Lieutenant Colonel Macdonell, the Attorney General of the Province, next was mortally wounded when charging on up the hill and leading the York Volunteers. The battery was re-taken, the 18-pounder spiked and the Americans driven back to the edge of the cliff. Here some of their officers hoisting a handkerchief upon a bayonet were about to surrender when Captain Wool valiantly tore it off, and re-animating his men opened a heavy fire. Inferior in numbers, their leaders fallen, and one third of their men killed or wounded, the British were now again

compelled to retire taking with them the body of the General to the Village of Queenston, there to await the expected assistance.

The Americans remained in quiet possession of the Heights for some hours, during which they did not receive many reinforcements, the events of the morning causing, on the part of those who were left behind, a general disinclination to come across to the support of their comrades.

Gen. Sheaffe now arrived from Fort George with nearly 400 of the 41st Regiment, 300 militia and 250 Indians, and leaving two field pieces in front of Queenston for its protection, marched off to the right by a circuitous route and thus getting to the crest on which the Americans were posted, took them in flank. In numbers the two sides were about equal, and the courage of both unquestioned. The onset again commenced; the Indians being more active in ascending the hill, came first into contact, and being repulsed, fell back on the main body; when the whole advancing at the charge with a cheer, the Americans, after a short resistance, gave way and fled down the hill—towards the landing place. Some who attempted to escape into the woods were driven back by the Indians, and many cut off in their retreat, clinging to the bushes, went down the cliffs, some losing their hold were dashed upon the rocks beneath and many others reaching the river perished in their attempt to swim across.

A flag of truce was now sent and Brigadier Wadsworth and 950 men, surrendering unconditionally, were made prisoners.

The victory had been dearly gained by the loss of the General, and a three days' armistice to bury their dead being asked by the Americans, it was agreed to.

On the 15th, General Brock was buried with all military honours, and, with much generosity, minute guns were fired during his funeral from the American Fort Niagara, "as a mark of respect due to a brave enemy."

Such was the befitting close of the action so gallantly fought on both sides, and on condition of the Americans destroying their boats, which they at once did, the armistice was indefinitely prolonged. The Niagara was never again crossed by hostile foe, and Brock rests in memory "The Saviour of his Country."

Lines on the Death of Brock.

As Fame alighted on the mountain's crest,
She loudly blew her trumpet's blast;
Ere she repeated Victory's notes she cast
A look around, and stopped: of power bereft
Her bosom heaved, her breath she drew with pain,
Her favourite *Brock* lay slaughtered on the plain!
Glory threw on his grave a laurel wreath,
And Fame proclaims "a hero sleeps beneath."

—*Bruyères.*

Clifton, Niagara Falls.

On this, the Canadian side of the Niagara Falls, are the *Clifton House*, and *Prospect House*, both in full view of the great cataract. The Canada Southern Railway is the quick means of travel between this place, Buffalo

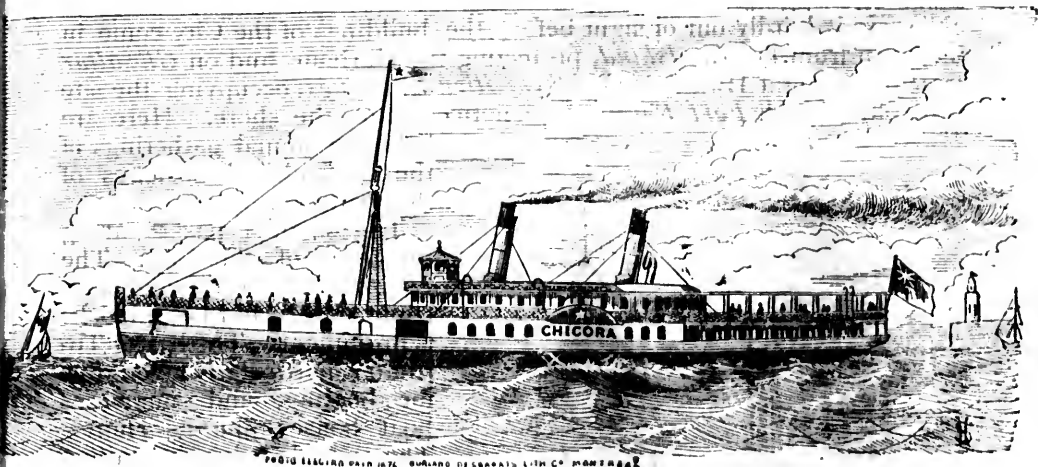


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and Niagara. Shortly after passing Suspension Bridge station, the railway winds around and down the Queenston Heights; to the left, a lovely landscape lies below the view, while the plain being reached, the lofty Heights and splendid "Brock's Monument" tower up on the right. Passing onwards, the train soon arrives at Niagara.

Lake Ontario.

The Lake is 206 miles long, and at this point the distance between Niagara and Toronto, about 35 miles is crossed in about two hours. The "Toronto and Niagara Navigation Company" steamers form the daily line, making three trips per day, and a more enjoyable health-giving trip cannot be found. The steamer *City of Toronto* is a well-established favourite.



The new palace steamer *Chicora*, just placed on the route to meet the demands of increased travel, is the largest steamer upon the lake, and built of iron and steel in the strongest and most substantial manner—having been designed for service on the Atlantic. Her length is 230 feet, with a carrying capacity for 1,500 people and a speed of 18 miles. During the American blockade she made six successful trips, the most made by any steamer, and in front of the pilot-house is now hanging the little fore-castle bell carried untouched through the blockading squadrons, and bearing the happily given name she then bore, the "Let Her B." The *Chicora* has been specially fitted out for the Niagara Route. The floor of the *Entrance Saloon* is inlaid with maple and black walnut, and cable twisted columns with gilded capitals support the decorated ceiling. A splendid circular staircase of black walnut, oak, cherry and Hungarian ash, with richly carved railings, leads to the *Deck Saloon*. This unique apartment occupies the centre of the Promenade Deck, and is surrounded by windows hung with rich curtains; the furniture is upholstered in fine style. Carved and gilded capitals, tinted panels, stained glass,

pictures, French bronzes and full length plate glass mirrors, combine to complete a splendid effect. *The Promenade Deck* gives the unexampled clear promenade of 230 feet in length—ten times around the steamer is a walk of a mile. *The Forward and After Decks* are provided with folding chairs, arm chairs, seats, &c., for 700 people, and music is provided every morning and afternoon through the summer season. *The Bar* is the largest on any boat and will be found supplied with the choicest brands. *The Restaurant* is fitted with small tables and dinner is served while crossing the Lake. The Marine Double Oscillating Engines—the like of which are not in any other steamer on fresh water—are fascinating objects of attraction to visitors.

TORONTO.

Niagara is hardly out of sight before the buildings of the City come in view. In front lies the *Island*, protecting the Harbour, and on *Gibraltar Point* is the Light House. The *Exhibition Buildings*, occupying the site of the old French *Fort Rouillé*, are noticeable on the shore. Here are

held the annual gatherings of the Agricultural Societies of the Province.

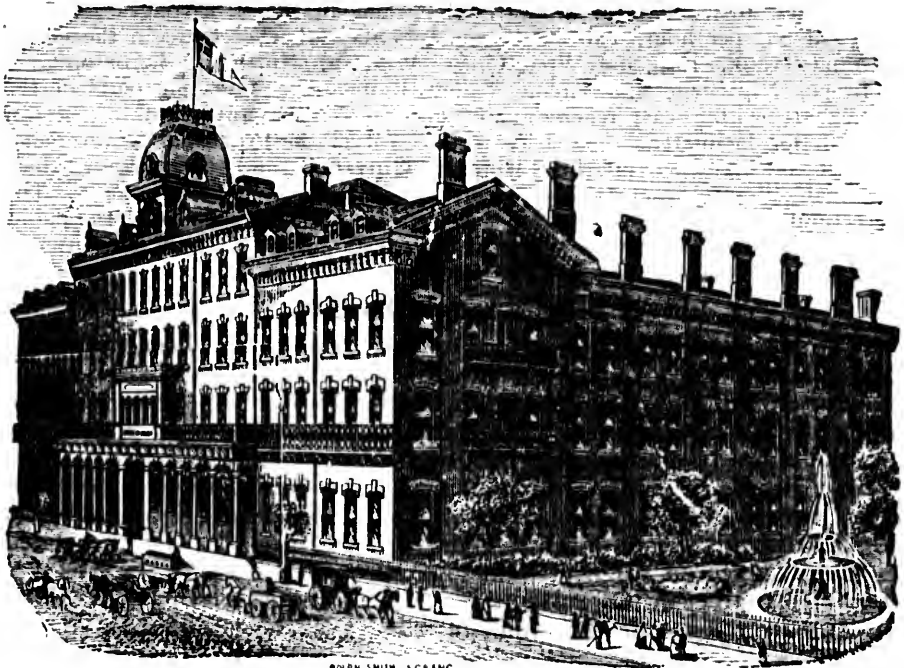
The steamer passes along the front of the City. The *Union Railway Station* with triple towers and large clocks is prominent. The bay of Toronto is particularly favourable for boating, and numerous boat houses line its shores. The annual rowing and sailing regattas excite wide interest. At the dock is the *Royal Mail Line* of steamers ready to take the tourist on to the St. Lawrence Rapids and the White Mountains.

Toronto is the capital of Ontario, and the most promising city of Canada. Increasing from 12 houses, in 1794, and 900 inhabitants, in 1812, its population now numbers 71,000. The streets are spacious, and its public buildings and institutions peculiarly fine, and worthy of detailed inspection. The Hotel accommodation is of the best, and the "Queen's," "Rossin," "Walker," and "Am-



UNION STATION.

erican," equal to the finest in the States,



RALPH SMITH, A.C. & ENG.

THE "QUEEN'S,"

TORONTO, - - - - McGAW & WINNETT, Proprietors.

The "QUEEN'S" is one of the largest and the most comfortable Hotel in the Dominion of Canada. Being adjacent to the Lake, it commands a beautiful view of Toronto Bay and Lake Ontario. It is well known as the coolest Summer House in Canada. It is elegantly furnished throughout—rooms *en suite*, with Bath-rooms, etc., attached, on every floor.

In 1871 a splendid suite of Apartments was occupied by His Imperial Highness the Grand Duke Alexis of Russia, and suite.

His Excellency the Earl of Dufferin, K.P., Governor-General of Canada, and the Countess of Dufferin, on the occasion of each visit to Toronto, engaged suites of apartments at "THE QUEEN'S." The grounds around it being spacious and airy, with Croquet and Chivalrie Lawns, &c., renders it one of the most pleasant and desirable Hotels for business men, pleasure seekers and the travelling public.

Terms for Board, \$2.50 to \$3.50 per day, according to location of rooms. Bath-rooms, &c., attached, \$1.50 per day additional.

The drives are numerous and attractive, and first-class carriages for four people, at \$1 per hour, can be engaged. Six railways centre in the city—the Grand Trunk, East and West, Great Western, Northern, Toronto, Grey and Bruce, Nipissing, and Credit Valley Railways. Thus all parts of the Province are within easy reach, and excursions to the many points of interest in the interior facilitated. The City is the seat of the Provincial Government, the place of residence of the Lieutenant-Governor, and the acknowledged intellectual, literary, and business centre of the Province of Ontario. The architectural features of Toronto are exceptional, not only as regards the public buildings but also the private and mercantile establishments, and few cities of even larger size compare with it in this respect.

A Drive through the City.

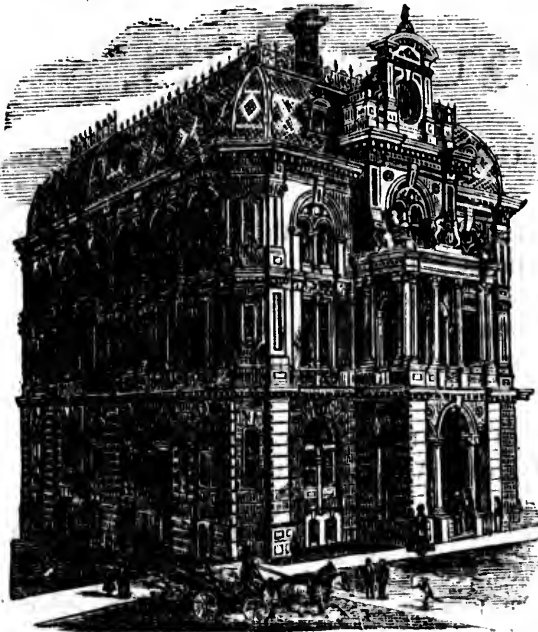
The streets are wide and lengthy; indeed Toronto has been called the "City of magnificent distances." Situated on a level plateau with nothing to confine it, and laid out in the days when land was cheap, being but farm and forest, the city occupies a large area in proportion to its population. It is, therefore, proportionately healthy. *Queen Street* and *King Street*, the latter, the most important street in the city and centre of the Retail Trade, run parallel to the harbour, being crossed at right angles by *Yonge Street* at the foot of which the steamers land. In his "Streets of the World," George Augustá Sala gives precedence to Yonge Street as "the longest street in the world"—it is only 46 miles long.

In Indian days and the time of the

French occupation, during which Fort Rouille was built to protect it, Toronto Harbour was the south end of the "portage" to the Upper Lakes, the north end being at *Pentanguishene*. Out of this grew Yonge Street, and as population went forward and lined its sides with houses its name extended from the city to the Far North. A drive up it to Montgomery's and returning either East by the Don Valley, or West along the Davenport Hills by the new *High Park* and Humber River, will be an afternoon well spent.

Entrance is free to all the public buildings, and they are all worthy of inspection, the more important among them are here mentioned.

Front Street, running parallel to the Harbour, is lined with



CUSTOM HOUSE,

fine wholesale warehouses, and among them stands prominent "The Custom House," of highly decorated Italian architecture. On the exterior are elaborate carvings of fruits and flowers, a well-executed bust of "The Queen," and alto-relievs of the most celebrated English navigators and sea-men. Nelson, Drake, Jacques Cartier, Cook, and others. The Long Room where the public business is transacted is most handsomely fitted and decorated. The Merchants Bank, Bank of British North America, Ontario Bank, and Bank of Toronto, all on Wellington Street are all magnificent buildings.

Torontonians are proverbial as a church-going people, there being no less than 92 churches and chapels in the City. On King Street, the most important street of this City, is St. James' Cathedral, the Seat of the Anglican Bishop of Toronto, a fine example of perpendicular Gothic architecture.

The spire, rising to the height of 306 feet, is gracefully proportioned, and the most lofty on the Continent. Exceeding that of Trinity Church, New York, by 21 feet. The tower contains a chime of bells and the celebrated clock manufactured by Benson, of London, which obtained the highest prize at the Vienna Exhibition.

In the interior, the apse, surrounded by fine traceried windows is finely decorated in carved oak, and contains monuments to Bishop Strachan, the first Anglican Bishop in Canada, Chief Justice Draper, and others. The stained glass chancel windows illustrating "The Christian Virtues," are fine examples of the best art work of Munich.



ST. JAMES' CATHEDRAL.

The tower and spire can be ascended; and in addition to seeing the works of the clock, a wide range of view can be had of the city, the harbour and surrounding country.

The present church is the third which has occupied the present site, its predecessors having been destroyed by fire. The town, when first settled, was clustered about the mouth of the Don River—and Church Street, within the memory even of present residents, was in the "west end." The rapid growth of the city has been westwards, and what was once the west is now the east. Near by is the St. Lawrence Hall, with cupola and clocks, containing the principal markets and the municipal

offices of the corporation. *The Mechanic's Institute* is one of the most successful in Ontario. Its lending library and reading rooms contain a large and varied collection of the latest literature of the day; and the recreation and billiard rooms, conducted on temperance principles, are novelties in connection with such establishments. Strangers to the city will be cordially welcomed.

Passing up *Church Street*, next is seen the *Metropolitan Church*, the



METROPOLITAN CHURCH.

Crucifixion."

The Normal School is the centre of the Public School System of the Province. In it are the offices of the Minister of Education, and the Depository of books, &c., for distribution to the schools. The gardens are kept in fine order, each plant there being labelled with its proper botanical name. In the interior is a really fine collection of paintings, comprising selections of originals and copies illustrating the great schools of Art. copies of the most celebrated statues and casts exhibiting the characteristic styles and ornaments of Gothic and modern architecture. In the *Grand Central Hall* and around the *Theatre* are placed busts of the

headquarters of the Methodists, of Canada, it is magnificently situated in the centre of an open square. The turreted tower and many pinnacles distinguish it from the other churches of the city. The organ is the largest in Canada containing 3,315 pipes, and compares favourably with many noted organs in Europe—

Metropolitan Church

Organ, Toronto 53 Stops.

Strasbourg Cathedral 46 "

Temple Church,

London, England 47 "

Westminster Abbey 32 "

Exeter Hall 42 "

The voicing and tone of the organ are of rare excellence, thus much attention is devoted to musical excellency and the choir of the church is of highest standard.

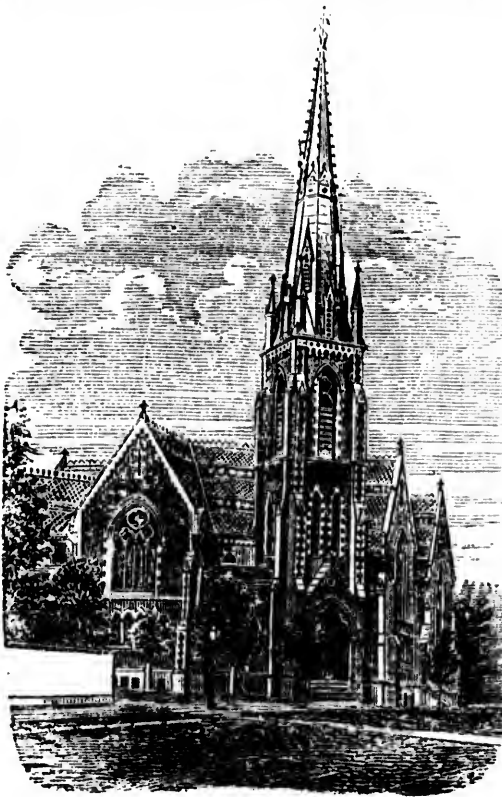
Next is the Roman Catholic *St. Michael's Cathedral*, the interior highly frescoed and containing a very handsome east window in stained glass, representing "The

philosophers, orators and historic men of Roman and Grecian eras, the monarchs of England and eminent statesmen, authors, poets and celebrities of each reign. In the *Gallery of the Statues* are many examples of modern and ancient sculpture, among them Venus de Medicis, Urania, Cicero, the Dying Gladiator, Canova's Hebe, Powers' Greek Slave, &c. *The Paintings* are splendidly displayed in the spacious picture galleries occupying the whole front of the buildings. The Italian, Flemish, Dutch, German, French and Spanish Schools of Art are all represented. The pictures are numbered, and the following may be particularly mentioned: 1.—"The Transfiguration," Raphael. 17.—"Beatrice Cenci," 22.—"Lucretia." 24.—"Massacre of the Innocents," Guido Reni. "The Remorse of St. Peter," Carlo Dolci. 150.—"The Descent from the Cross," Rubens. 128.—"Rape of the Sabines," Otto Venius. 109.—"Incredulity of St. Thomas," Rubens. 42.—"The Conspiracy of Cataline," Salvator Rosa. 49.—"Peter's Denial," Gherardo. 62.—"Medusa's head," Leonardo da Vinci. 39.—"The Arch-Angel Michael," Guido Reni. 237 and 245.—"The Grand Canal, Venice," Canaletti, &c., &c. The Italian and Flemish Schools are the best represented, but in the corridors

are many excellent small examples of the Dutch School. In cases in the centre of the rooms are photographs of the Kings and Queens of England and well-known men of Britain and Canada. In the "*Nineveh Gallery*," are copies from the great Layard Collection of the British Museum.

There are many electrotypes of art treasures in the London South Kensington Museum—casts of gems, medals, coins, &c., and altogether an Art collection of singular excellence. Entrance free, from 9 a.m. to 5 p.m.

The private residences of Toronto present a genuine air of quiet and comfort, on Jarvis Street among the best is the *Baptist Church*, one of the most picturesque in the city, the interior is of amphitheatrical form, thus giving great play of outline to the exterior to which the Queenston brown stone, New Brunswick red granite, and ornamental slates add great colour and effect.



BAPTIST CHURCH.

The *Horticultural Gardens* with new conservatories present a fine display of flowers. Entrance free during the day. Bands play in the evening throughout the summer. The foresight of the planners of the city have left many "lung spaces," and among them this is the pleasantest. A large Concert Pavilion has just been added, and summer evening concerts form an agreeable means of entertainment for citizens and transient visitors.

Jarvis and Sherbourne Streets in this vicinity are lined with many beautiful private residences.

The *Boys' Home* and *Girls' Home* will be found by visitors interested in such undertakings, excellent and successful examples of institutions for the protection of homeless children.

The Charitable Institutions of Toronto are of very varied scope, and ample provision is made for every ill of the sick and needy. Fully a half a million of dollars is annually spent in their support, and in addition an amount of gratuitous and energetic service given that bespeaks well the true charity of the inhabitants. The General Hospital, Infants Home, two Homes for Orphans, House of Providence, Home for Incurables, and News Boys Lodging, are some of the more prominent examples, and worthy of a visit.

Not far from King Street, and at the head of *York Street* standing in ornamental grounds is *Osgoode Hall* named after the first Chief Justice of Canada, and the seat of the Highest Law Courts of the Province. The interior surpasses that of any other Courts of Law, and is of rare beauty. The Central Court, of two stories in the Italian style, is adorned with double rows of Doric columns in cream coloured stone from Caën, in Normandy; on the walls are portraits of the Chief Justices and Chancellors; from it the Law Courts—in each above the seats of the Judges, a bas-relief of "Impartial Justice"—the Library, is a magnificent chamber, with lofty domed ceiling, and many-nooked bookshelves for the 20,000 volumes which it contains.



OSGOODE HALL.

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The Judges in Canada are not elected, but are appointed by the General Government, during "good behaviour," or practically for life, and as they are always selected from the first ranks of the profession, the Canadian Justiciary bears high record for talent and unimpeachable integrity.

Should any of the Courts be in session the visitor will be struck with the dignity and decorum with which the Law is administered. Separated from politics, with income assured, and position by all classes respectfully recognized, a seat on the "Bench" is considered one of the highest honours obtainable in the Dominion.

The Parks of Toronto have so far not had much done to beautify or embellish their natural advantages. *The Phoenix Park* is situate upon the banks of the Don at the eastern limits of the City. Upon the shores of the Humber Bay, at the west end, and adjoining the windings of the Humber River, is "*The High Park.*" Extending over an area of four hundred acres it comprises within its boundaries great possibilities for landscape gardening. Roads have been opened through its winding dells and rolling hills, skirting the miniature lakes, and opening vistas of distant views, making a drive through its woodland glades a pleasurable outing. Pic-nickers revel in its groves, and steamboats and railway trains give hourly access.

The Queen's Park of about fifty acres in extent, is situated in the heart of the City, and is approached through *The College Avenue*, 120 feet wide and a mile in length, bordered on either side by chestnuts and elms. On gaining the Park the road passes the guns captured by the British troops at Sebastopol, and presented to the city. They mark the site intended for a statue of *the Queen*. Britons are proverbially slow, though sure, and seeing that it took 52 years to bring Cleopatra's Needle to London, it is confidently expected, that in course of time this statue will be erected, the foundation stone for which was laid by the Prince of Wales in 1860. The drive then sweeps along the edge of a ravine to the *Volunteer's Monument*, erected in memory of Canadians who fell during the Fenian raid, in 1866.

On the summit—Britannia. Below—Two Infantry Volunteers, and emblematical figures of Hope and Grief.

The Park is well wooded and has much natural beauty. Surrounding

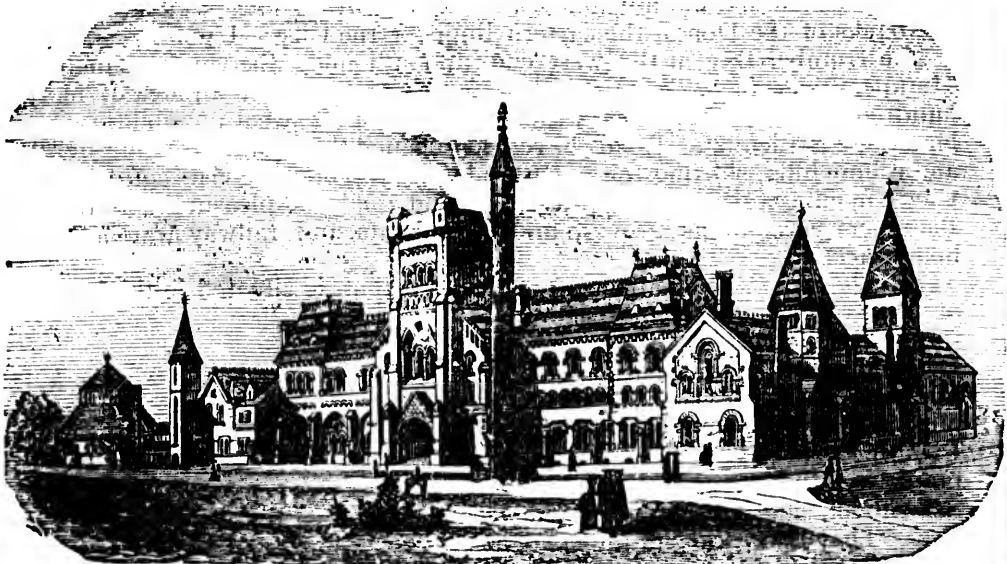


COLLEGE AVENUE.

it are many villa residences. The road winds down a hill and passing, a small sheet of water next comes in view, upon the opposite slope,

The University of Toronto—This noble Norman Gothic group of buildings is the finest example of its style of architecture in America—either in its massive proportions or in the mediæval detail of the carvings in stone, no two of which are the same.

The principal front is of great grandeur, a massive tower rises in the centre flanked by wings on either side with long ranges of varied windows, to the left a picturesque minaret with shady cloister below and a circular building containing the *Laboratory*.



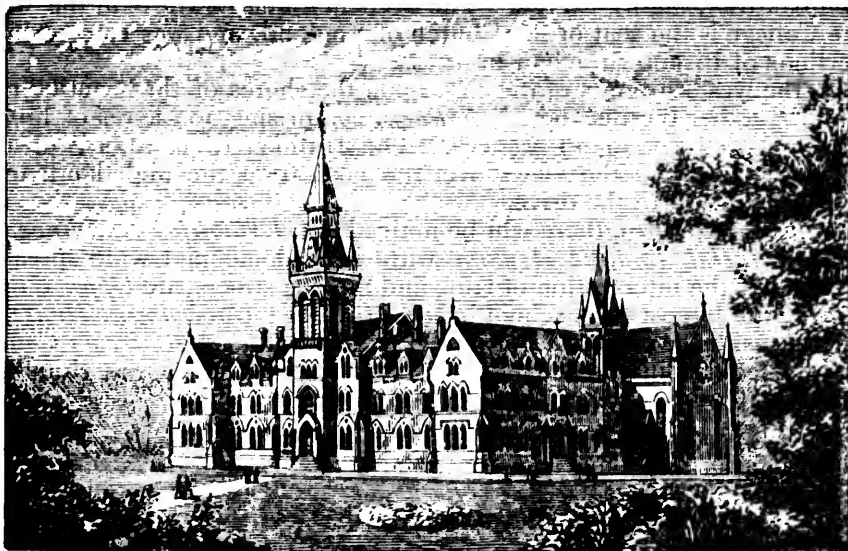
THE UNIVERSITY OF TORONTO.

The whole group forms three sides of a square with an internal quadrangle, the west wing contains the students' quarters, and the east wing with the Octagon Tower and Convocation Hall is one of the most excellent portions of the design.

On the *Entrance Doorway* are the Arms of the College, and columns of richly carved stone. The entrance hall and long corridors lead to *The Convocation Hall*, with high gabled oak roof, carved in grotesque forms. The stained glass triple window is in memory of the Students who fell defending the frontier in 1866. On the *Senate Stairway* are some marvellous carvings in white caën stone of Canadian birds. The *Library*, a splendid chamber, with inviting quiet recesses, contains 40,000 volumes, also a statue of William of Wykeham. The *Museum* contains a collection of birds, beasts and curiosities, well worthy of a visit. A winding stair, of 160 steps, leads to the top of the *Tower*, from whence a fine view of Toronto and its environs is obtainable, and on clear days,

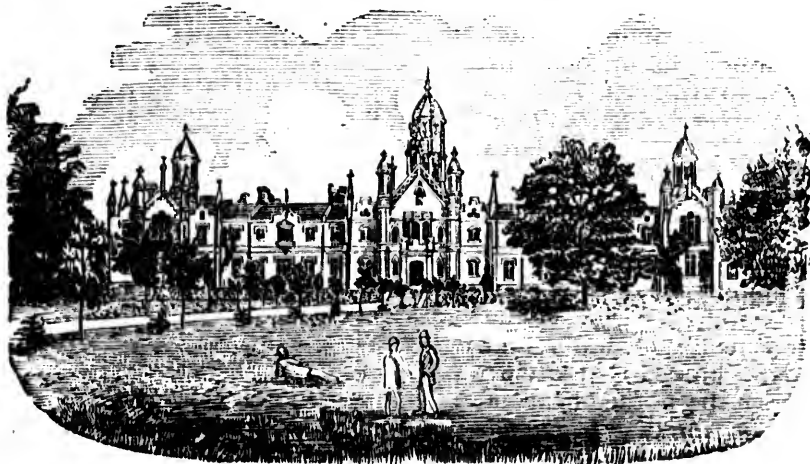
of the cloud of spray hovering over Niagara Falls. Entrance free from 9 a.m. to 4 p.m.

Further to the West, is *Knox College*, well situated at the head of



KNOX COLLEGE—TORONTO

Spadina Avenue, is the headquarters of the educational work of the Presbyterian Church of Canada. The College was formed in 1844, and is well endowed. The present buildings were erected in 1875, and are occupied by six professors and about eighty students.



TRINITY COLLEGE.

Standing in its own grounds, *Trinity College* built in the early English style, has a quaint scholastic air. The facade is pleasantly diversified

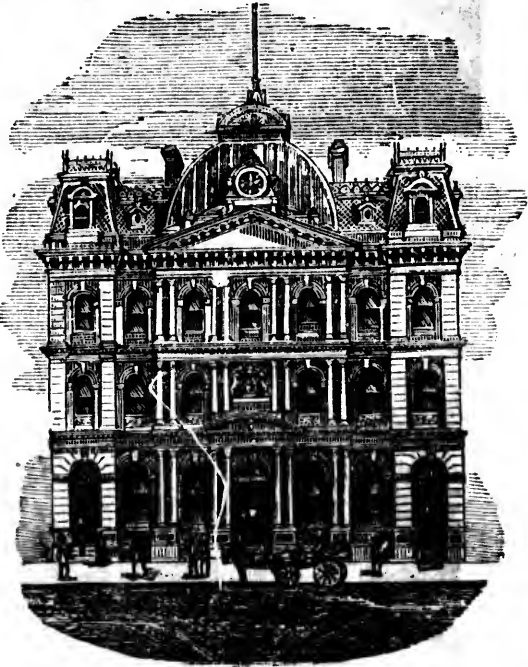
with cut stone dressings and projecting bay windows, while the bell turrets above (cycloped by the students "pepper pots") add much to the appearance. *The Convocation Hall*, recently added, has a very handsome open oak roof, highly carved. The student's quarters are in the wings. The College is the seat of the Church of England, and was erected by the exertions of Bishop Strachan in 1851.

On the western limits of the city, upon the shores of the beautiful curve of the Humber Bay, is the *High Park*, comprising 400 acres of hill and dale, of varied wood-land scenery. The Humber River affords pleasant boating jaunts, and the views over the lake, from the high lands in the rear, are well worth the drive.

Returning to town, there will be noticed the *Exhibition Buildings*, and the *Provincial Lunatic Asylum* with high dome and wide spreading wings. At the intersection of King and Simcoe streets, are *Upper Canada College*, the largest boys school in the Province; *Government House*, the palatial residence of the Lieutenant Governor; and *St. Andrew's Church*, a splendid edifice in the old Scotch baronial style, of massive stone work and arched windows, the abode of the "old kirk."

There are many other fine buildings; among them *The Post Office*, and the many surrounding Financial Institutions upon Toronto street, which is fast becoming the Lombard street of Toronto.

In the outskirts of the city are many pleasant drives: *The Valley of the Don*, *Todmorden*, *Norway*, *Davenport*, &c., while the Summer afternoon water excursions by steamers to *Niagara*, *Victoria Park*, *Scarboro' Heights*, *Humber Bay*, *Mimico*, &c., at fares from 25 cents to \$1.00, serve to diversify the visitors stay. Situated as Toronto is upon the shores of Lake Ontario, the summer heats are tempered by the presence of the broad expanse of water and attendant breezes; whatever may have been the heat of the day, it rarely ever extends into the night, so after sundown the cool air and soft summer evenings make the city, what it really is, a pleasant lake side resort.



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Hints as to Routes.

All information and Tickets for these Northern Lakes Routes can be obtained from BARLOW CUMBERLAND, General Ticket Agent, 35 Yonge Street (American Hotel Block) Toronto.

Toronto is the starting point for all points of interest in the "Northern Lakes of Canada."

Tourists from the Eastward, Boston, New York, can come either by Vermont Central and Ogdensburgh & Lake Champlain R. Rs. to Ogdensburgh; thence by Toronto and Ogdensburgh Steamers to Toronto, or by Grand Trunk R.R. from Montreal.

From Rochester, the steamer "Norseman" to Port Hope, connects with Midland Railway for the Rice Lakes, Lakes of Muskoka and Georgian Bay.

From Oswego the Northern Transportation Line of steamers, connect weekly to Toronto.

From Niagara Falls and Buffalo, New York Central and Canada Southern Railroads connect at Lewiston and Niagara with palace steamers "Chicora" and "City of Toronto" three times daily to Toronto, or the Great Western Railway can be taken round the head of Lake Ontario.

The Lakes of Muskoka are within a few hours of Toronto by the Northern Railway. Excursion Tickets, good for the season, are issued to Bracebridge, Rosseau, Joseph and Parry Sound, and are available to stop at Orillia by making known to the Conductor the intention to do so, and are good between Orillia and Washago by rail or by steamer on Lake Couchiching.

Tourists in Chicago, St. Louis or St. Paul can take rail to Duluth, thence by Collingwood Line Steamer to Thunder Bay, Nepigon and around the beautiful Georgian Bay and Collingwood to Toronto and down the St. Lawrence and Thousand Islands.

The Chicago and Collingwood Line of Steamers connecting with the Northern Railway, sail twice weekly between Chicago and Collingwood, and form a speedy and pleasant route between the East and West through the Georgian Bay.

For a grand all-round Summer Tour, this route is unsurpassed. Buffalo, Niagara Falls, Toronto, Couchiching, Lakes of Muskoka, Collingwood, thence Collingwood Line Steamer *via* Georgian Bay, Gt. Northern Manitoulin Channel, Sault Ste. Marie, North Shore of Lake Superior, Thunder Bay, Duluth, thence by rail to St. Paul and Chicago, or by Lake Superior Transit Co. *via* South Shore of Lake Superior to Detroit and Buffalo, or return by Collingwood Line and Northern Railway to Toronto. The whole round trip to Lake Superior returning to Toronto occupies ten days.

Shorter trips may be made by The Northern Railway and the Collingwood Lake Superior Line or the Georgian Bay Transportation Company's Steamers to Sault Ste. Marie and Mackinac. The round trip occupies about four days.

These are the only lines passing through the inside picturesque route of the Georgian Bay and North Manitoulin Channel, avoiding the open waters of Lake Huron, and passing in daylight the LaCloche Mountains and through Island Scenery unsurpassed by the Thousand Islands of the St. Lawrence.

The trips may be diversified by going *via* Toronto, Grey & Bruce Railroad to Owen Sound and returning *via* Collingwood, Lake Superior and Georgian Bay.

Excursion Tickets include Meals and Berths, and are available to stop off at any points of interest along the route by making known to the Purser the intention to do so, and receiving from him a check which will be good for continuing the trip on any of the succeeding steamers of the Collingwood Steamboat Lines.

NORTHERN LAKES LINES

PASSENGER AGENCY,

35 YONGE ST., TORONTO.

COLLINGWOOD LAKE SUPERIOR LINE.

Ss. City of Winnipeg. Ss. Francis Smith. Ss. City of Owen Sound.
Great North Channel, Sault Ste. Marie, Lake Superior,
Thunder Bay, Nepigon, Duluth, Manitoba.

GEORGIAN BAY TRANSPORTATION CO.

Ss. Northern Queen. Ss. Waubino. Ss. Northern Belle,
Georgian Bay, Manitoulin Island, Sault Ste. Marie, French River,
Mackinac, Parry Sound.

NORTHERN NAVIGATION CO.

Ss. Nipissing. Ss. Lady of the Lakes. Ss. Wenonah.
Lake Simcoe, Barrie, Orillia, Lake Couchiching,
THE LAKES OF MUSKOKA.

CHICAGO AND COLLINGWOOD LINE.

Ss. Canada. Ss. Lake Erie. Ss. Columbia.
Georgian Bay, Lake Huron, Lake Michigan, Collingwood, Chicago,
Milwaukee and the West.

TORONTO AND NIAGARA NAVIGATION CO.

Ss. Chicora. Ss. City of Toronto.
Toronto, Niagara, Lewiston, Buffalo, Niagara Falls, New York,
Philadelphia.

TORONTO & OGDENSBURG LINE.

Ss. Armenia. Ss. Cuba.
Lake Ontario, The 1000 Islands, The White Mountains, Kingston,
Prescott, Ogdensburgh, Portland, Boston.

Ticket and Passenger arrangements made, Berths secured, for all the
above Lines.

BARLOW CUMBERLAND,

General Ticket Agent.

The Whitby and Port Perry Railway connects from Toronto with the Peterboro' and Rice Lake Districts.

Parry Sound Excursion Tickets can be purchased either *via* Collingwood or Penetanguishene to Parry Sound and return by the Lakes of Muskoka and Couchiching or *via* the Lakes, and return by Collingwood, but are good for passage only, meals and berths being extra.

From *Hamilton* the Hamilton and North-Western Railway connects via Collingwood with all the Georgian Bay and Lake Superior Routes, or via Barrie with the Lakes of Muskoka.

The Northern Lakes.

Our tourists will now direct their attention to the Trips to the "Interior," and the country stretching 100 miles northward of Toronto, towards the Georgian Bay and the Inland Lakes. Until recently it was a wilderness, but within twenty years or so numerous towns and hamlets have sprung up; many summer hotels have been opened at attractive points, and settlers have poured in with a rapidity equal to the settlement of many parts of the Western States. Railroads have penetrated into its heart. Steamboats ply upon its larger lakes, and some excellent highways traverse its length and breadth. It is emphatically a country of forests, lakes, and rivers. The lakes vary greatly in size, the larger ones thirty or forty miles in length, and the smaller ones mere ponds, but clear and deep, and all abounding in salmon-trout, perch, black-bass and speckled trout.

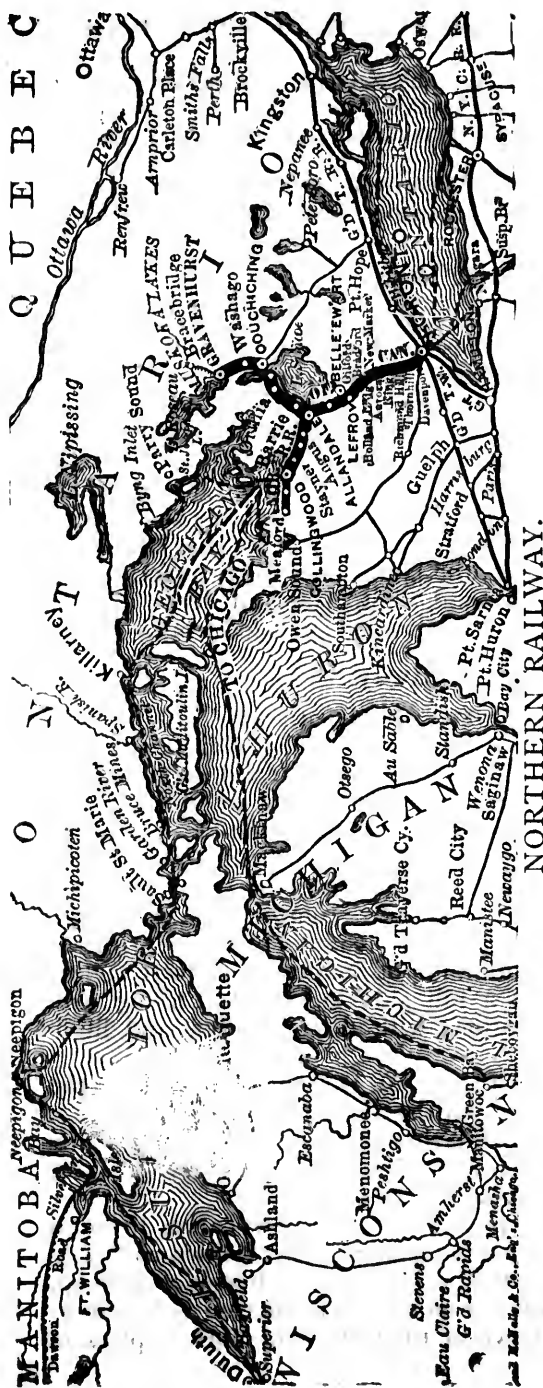
The Northern Railway

Is one of the connecting links between the frontier and the interior. Leaving Toronto by one of the express trains furnished with palace parlour cars, the passengers will pass through a populous and rich country, with substantial farm houses and extensive saw mills, at intervals, along the whole line. The appointments of the railway are first-class, and the station houses models of neatness and beauty. Nearly all have tasteful flower gardens and lawns attached, with jets of water spurting from fountains that cool and refresh the plants. It is a rare combination, especially in a new country, this association of the finer features of nature with the harsh rasp of gang-saws and the rumbling of ponderous railway rolling stock. At four miles is *Davenport*, a hill side locality fast filling with suburban residences, with pretty station, with flower-garden and high-gabled roof.

Between this station and Weston, to the left, is seen the Valley of the Humber and the Caledon Hills, closing in the distant view.

The height of land between Lakes Ontario and Huron is reached at the summit (26 miles from Toronto) which is 755 feet above the level of Lake Ontario, and 415 feet above that of Lake Huron.

A few miles beyond King the line passes by not a few curves through "The Ridges," and then enters the finely farmed district known as "The Vale of Aurora," especially noted for the excellence of its horses and sheep. The Village of Aurora lies to the left. Four miles further on is Newmarket, population 3,000, the County Town of the County of York, a place of



considerable age and importance, and the headquarters of some energetic manufacturing interests.

Bradford (42 miles)

Is close to the Holland River Marsh, a locality celebrated amongst sportsmen for its abundant supply of snipe, wild duck, etc., and for maskinonge and bass fishing.

First-class accommodation can be obtained at Bingham's Hotel, Bradford, and information respecting guides, punts, etc.

Passing northward we come to the Lefroy Junction, with the Belle Ewart branch connecting with Lake Simcoe.

Excursion tickets are good by boat or rail.

Allandale

Is the point of junction with the "Muskoka branch," the main line continuing a distance of 42 miles further to Collingwood, on the shores of the Georgian Bay, where connection is made with the splendid steamers of the "Collingwood Lake Superior Line;" for the Grand Tour of Lake Superior Thunder Bay, Silver Islet, Nipigon, etc., and the Georgian Bay Transportation Co. for Sault Ste. Marie, Parry Sound, etc.

The refreshment station is at the head of Kempenfeldt Bay, famous for its fishing, and a delightful summer resort.

Barrie

The County Town, a prosperous place of 5,000 inhabitants, is on the opposite shore of the

bay, its houses and church spires rising picturesquely upon the sloping hill-side.

The Hamilton and North-Western Railroad here connects from Hamilton, and southern Ontario.

Near *Hawkstone* are some excellent trout streams.

Orillia,

Fast rising in importance, is situated at the foot of Lake Couchiching upon a hill-side facing the water. It is a favourite centre of summer travel, the hotels excellent and the neighbourhood enjoyable. Close by is the beautiful *Couchiching Park*, and the neighbourhood gives scope for pleasant rides and drives, while sailing and boating and the steamers "Lady of the Lakes," "Cariella," etc., on Lakes Simcoe and Couchiching, afford opportunities for charming water parties and pic-nics.

"For there are haunts in this fair land ;
Ah ! who may dream or tell
Of all the shaded loveliness
That hides by grot and dell."

Among the various points of interest on the lakes are the Ojibbeway settlement of Indians at Rama, Chief Island, Longford, the Quarries, the Rapids and Falls of the Severn, and Washago.



GRAPE ISLAND—LAKE SIMCOE.

The black bass, pickerel and salmon trout fishing in the lake is most excellent, and ready access is gained from this central point to the celebrated Trading Lake and Sparrow Lake, where maskinonge, black bass,

speckled trout, etc., are found in abundance, and the best of duck and partridge shooting in season.

The Midland Railway here connects with the Georgian Bay, and excursions may be made to Penetanguishene, Parry Sound and the island district of the lake, and to the trout streams of the Rivers Coldwater and Severn.

Lake Simcoe,

The water route to Orillia and Lakes of Muskoka, commences at *Belle Ewart*, where may be taken the pretty steamer "Lady of the Lakes."

Lake Simcoe is the largest of the inland lakes of Ontario, being 30 miles long and 16 broad. Its shores are characterized by great sylvan beauty.

At Keswick may be seen the charmingly situated resort of one of the great lumber kings of the country, and many of the other choice spots begin to be occupied with the summer residences of the more wealthy inhabitants.

Passing *Serpent Island*, the isolated home of a fast dwindling Indian Tribe, and *Lighthouse*, and other islands, the open lake is reached.

Sutton

Is pleasantly situated upon a sheltered bay on the south shore of the lake, and is the terminus of the Nipissing Railway.

The steamer then skirts the upper shores of the lake, past deep bays, whose wooded promontories jut out picturesquely into the lake, and sighting Atherly after an easy run of two hours, passes Grape and other islands closely clustered together, and enters the "Narrows," the water channel joining Lake Simcoe with Lake Couchiching, of which the first view is here gained, and passing through the swing bridges of the Muskoka and Midland Railways, soon, upon a point stretching out into the lake, is seen the Couchiching Park. The steamer rounds the point, and our "water tourist" is landed at Orillia.

Lake Couchiching.

Couchiching! Well may the curious tourist, struck by the peculiarity of the name, ask its meaning. Indian nomenclature is always appropriate and descriptive; here the varying breezes, welcome adjuncts of a summer resort, that fan the surface of the lake, have given the Indian name for "Lake of many winds." This locality is among the highest in Ontario, being 750 feet above Lake Ontario, 415 above Lake Huron, and 390 feet above Lake Superior. The plainest evidence of this is the flow of the waters, which run northward; thence, by a succession of rapids and falls, down the Severn River, gain the Georgian Bay, from there passing in o Lake Huron, and so down Lake Erie over the Niagara Falls to Lake Ontario, thus making a circuit of 800 miles to return to a point within 40 miles of their source.

The rapidity of the rise from Lake Ontario may thus be judged; and the consequent elevation and clearness of the atmosphere and cool

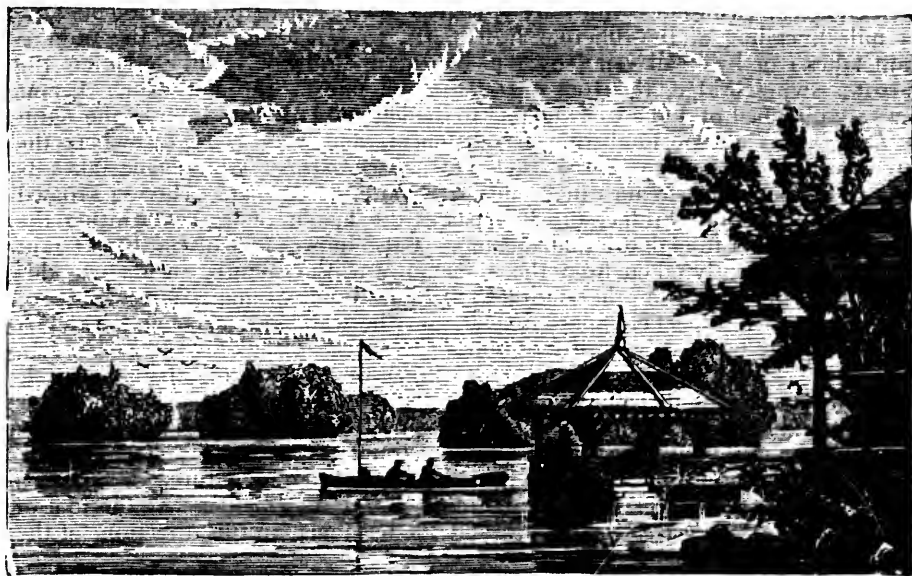
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breezes would, apart from any other consideration, be sufficient to commend the locality as a favourite one for summer visit.

A pleasant place is the *Couchiching Park*, situated on the point of a narrow promontory, projecting a mile and a half northward into the lake, and surrounded on three sides by water; thus, come from whatever quarter it may, every breeze has play, while the lake on the one side or the other, being protected by the point from wind and wave, pleasure boating in safe calm waters can at all times be enjoyed.



VIEW FROM COUCHICHING.

Drives and shady walks bordering the margins of the lake are tastefully laid out in a park of 180 acres, and a handsome avenue, three-fourths of a mile in length, winding through forest trees, leads to the stations of the Northern and Midland Railways. Arbours erected at convenient places on the Lake, extend out into the water, where, sheltered from the sun, the views can be enjoyed. A lovelier site could not be wished for. From any portion of the buildings, no matter in what direction you look, fine stretches of water, verdure-clad banks sloping to the water's edge, and green forest glades present themselves to the eye. Across the bay, in an attractive cove, backed by hills clad to their summits with fresh foliage, lies the now prosperous town of Orillia. To the north, scarcely discernible between the miniature islands that bestud the lake's surface, may be seen the settlement of Ojibbeway Indians, appropriately called Rama, its tin-tipped church spire like a bar of silver under the rays of the rising sun, or a streak of gold under the sunset's declining rays. Bathing houses, dancing platforms, bowling alleys, croquet lawns and cricket grounds, afford every means of amusement.

It is but a short row by water, or ride by land from Orillia, so that the Couchiching Park is one of the additional advantages for summer stay at this town.

Splendid brook trout are caught in the streams in the neighborhood, and the finest black bass fishing in America is in these surrounding Lakes. (*See Hallock's Sportsman's Gazetteer.*)

COUCHICHING TO THE LAKES OF MUSKOKA.

The tourist having "stopped over" either at Orillia or Couchiching, is again given choice of two routes, either by "water" on steamer up Lake Couchiching (14 miles), calling at the different little ports, to *Washago*, where the train is again taken: or by "all rail" by the Northern Railway. After crossing the Narrows swing bridge, the line passes through forests, through which distant views are obtained of Lake Couchiching to the left and Lake St. John to the right. At *Longford* is a large lumbering establishment, and after *Washago*, where the water tourists join the train, is the village of *Severn Bridge*. The place takes its name from the noble stream which runs westward throughout. Having crossed this river upon a lofty bridge, the line passes the height of land separating the Lakes of Muskoka from Lake Couchiching. False impressions of the Free Grant district are frequently taken from the appearance of the country seen along this part of the trip; but, as on the south side there are tracts of fine farming land, so, to the north, this ridge being passed over, lies the wide arable country which is being so rapidly peopled by thrifty settlers.

The *Kasheshebogamog*, a small stream with a very long name, being crossed, the granite rocks raise their lofty sides, high bluff cliffs overhang the Railway as it curves around their bases, in some places the front portion of the Train is lost to sight from the rear, but finally the "Granite Notch" is reached, and the railway slips through a Natural Pass fortunately left for its passage by nature.

At 27 miles (115 from Toronto) is *Gravenhurst*, a rising village at the foot of the chain of the "*Lakes of Muskoka*," and the terminus, in this direction, of the Northern Railway.

Gravenhurst,

From its position, is the key to the great Lake District of the *Muskoka*, *Maganetawan* and *Nipissing* regions, possessing excellent facilities for first-class railway system to the southward, and by steamers on the lakes and stages on the colonization roads to the northward. The village occupies a most eligible site, crowning, elevated, but not too hilly ground, and encircling pretty bays in the form of huge amphitheatres. Of course, the absence at present of fine public edifices and private mansions must be allowed for in making up this bright picture, the vision presented being merely prophetic; Gravenhurst not yet being a town or even a very populous village. On the eastern side of the village plot is Gull Lake, a charming little sheet which discharges its waters through the Hock Rock trout stream. The place has considerable trade in the manufacture and shipment of lumber and timber. The stores, hotels and other establishments are creditable in appearance, as well as in efficacy; supplies of all kinds to be had at extremely moderate prices. The hotels are commodious, well-kept and inexpensive. The village is in a thriving condition, and making very fair progress in the way of extending its proportions and

increasing its population. The immediate neighbourhood affords considerable attraction for the tourist and sportsmen. Brook trout (in limited quantities), salmon trout, bass and pickerel fishing in abundance; deer, partridge, hare, and a limited amount of duck shooting, all quite convenient to the village. Boats to be had at moderate rates, by applying to Mr. T. M. Robinson, or any of the hotel-keepers, by letter or telegraph. Comfortable steamers, at moderate rates, twice daily to Bracebridge, and daily to Port Carling, Windermere and Rosseau; semi-weekly to Walker's Point, Point Kayes, Torrance, Bala and Port Cockburn. See Advt.

Sparrow Lake.

First among the sporting districts of Muskoka, met on the Northward trip, is the Severn River. At Severn Bridge the tourist will take the steamer "Pioneer," and, after a short run down the River Severn, reach



SEVERN RAPIDS—SPARROW LAKE.

Sparrow Lake has long been celebrated for the excellence of its fishing, but particularly for the deer, duck and ruffed grouse shooting obtainable in their proper seasons. Many spots are available for pic-nics and camping, especially near the rapids at the lower end. Proceeding further down the river, an interesting canoe route is available, and easily traced through Beaver, Legs and Pine Lakes, with short portages to Gravenhurst, for which Indians and canoes can be got at Rama. An easy one day excursion to Sparrow Lake and return can be made from Orillia.

Proceeding down the Severn River, a splendid fishing trip can be made following the stream through Six Mile Bay and Gloucester Pool to its outlet in Georgian Bay, opposite Waubaushene and Penetanguishene. There

are many portages and difficult rapids. The trip should, therefore, not be attempted without guides. Canoe and guide will cost about \$2.00 per day.

Lake Muskoka.

This lake, which gives its name to the whole district, is the largest in expanse. The Tourist having arrived at Gravenhurst, the steamer *Wenonah* makes the tour of Lake Muskoka, calling first at Walker's Point, eight miles from Gravenhurst. Good bass fishing at Shanty Bay, close at hand; also, excellent salmon-trout and bass fishing a little to the north, near the Flower Pot Island. This place is sometimes called Long Point; seven miles further is Point Kaye, and shortly after Torrence.

A Post Office and landing place at Little Current, in the Township of Wood, nineteen miles from Gravenhurst; steamer calls semi-weekly; beautiful scenery and good salmon-trout and bass fishing.

Many residents from Toronto have purchased lots and are erecting thereon summer dwellings for themselves. The steamer arrives about noon at

Bala.

This place, at the extreme lower end of steam navigation in the Lakes of Muskoka, is a most beautiful and interesting spot. It is here that the waters of the vast inland chain of lakes and rivers are discharged into the Muskoka River, a stream which narrows here to a width of about forty yards, then passing along swiftly for a short distance, gathering as it were its energies for the grand leap it now takes over a rocky precipice about twenty-three feet in height. Immediately below the chasm the river widens again, forming powerful eddies, particularly at high water. Strangers require to exercise extra precaution in the management of their boats and canoes below the portage until the disturbed waters are safely passed, which is only the work of a few moments. Descending the river amid beautiful scenery are fine bass and pickerel fishing for a distance of about four miles, the channel here divides itself into two streams, one called the Moon River and the other the Muskoka River, discharging their respective waters into Lake Huron, many miles distant from each other. Numerous falls and rapids interrupt navigation on both streams. At the above mentioned dividing point, there is really splendid maskinonge fishing; the fish are large and of the finest quality.

Muskoka River.

Starting from Gravenhurst the steamer *Nipissing* of the Northern Lakes Navigation Company is taken, and passing out of the bay, through *The Narrows*, there is a run of an hour through Lake Muskoka, during which dinner is served. After winding through picturesque islands the steamer turns abruptly and enters the *Muskoka River*. The river is rapid, deep and dark in colour, the steep banks fringed with forest, and the course full of quick, sharp turns. After *Alport*, in the vicinity of which excellent farms are to be seen, at six miles from the mouth of the river is

Bracebridge.

The chief village and capital of the District of Muskoka, situated at the head of

the Muskoka River navigation. The village is incorporated, and has attained a position of prominence and importance in advance of all other villages in the Free Grant Lands of Ontario. The site of the town is elevated and well chosen, commanding magnificent views of the fine valleys which abound in the neighbourhood. The *North Falls*, a cascade of about sixty feet, is in the centre village, and can be seen from the steamboat landing, but the tourist must stop over to see the grand *South Falls* of Muskoka, which are some two miles from Bracebridge by road, or three by boat or canoe. The Falls are composed of a series of cascades, and are well worthy of a visit, the total height being 150 feet. A good view can be obtained by descending a pathway down the bank ; at about half way down, turn to



SOUTH FALLS—MUSKOKA RIVER.

the right, to where a good solid cliff projects, which commands a view of the entire cataract. "Wilson's Falls" and "High Falls" are also within easy reach by carriage or boat. The hotels are five in number (see advertisements), and as Bracebridge is a starting point for the best sporting and fishing districts, it is a good point at which to make a break in the trip.

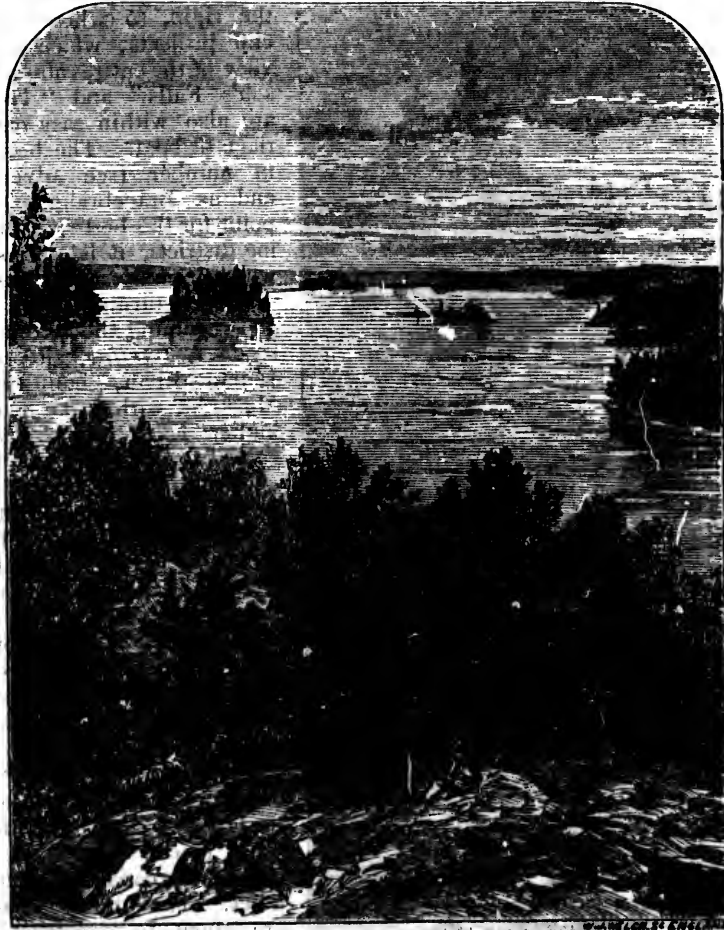
After returning down the river, and regaining the lake in one hour, is *Port Carling*, situated on the Indian River, connecting Lake Muskoka with Lake Rosseau, the higher level of the latter being gained at this place by a lock. The village might not inaptly have been called Interlaken, from its position between two lakes. The fishing, especially in some small lakes—Perch Lake, Pickerel Lake, Silver Lake and Terry's Lake—hard by, is excellent. A good hotel, "The Polar Star," and daily connection by steamer, north and south, make it a favourite stopping place.

Lake Joseph.

Thrice weekly the steamer goes to Lake Joseph, the first stopping place being Port Sandfield on a short canal between the two lakes. The Ontario Government are about to construct a draw-bridge on the canal. But although the fishing in the neighbourhood is of a high class, some of the heaviest salmon-trout having been

caught, there is at present no hotel accommodation here.

At this point Lake Joseph is entered. The waters of all the other lakes of Muskoka are dark in colour, but the waters of this are beautifully clear, deep and soft, experienced tourists speaking highly of their bathing qualities. The islands are numerous, the shores rising into bluff headlands (see cut on cover) and prominences peculiar to this lake. Many spots have been chosen for summer residences, and the Pomonah Group and Yohocucaba and Pegamogabo Islands, formed by a quaint combination of the first syllable of the names of the first proprietors, are the resort of the "Muskoka Club" Toronto. The surrounding scenery is the most characteristic of the District.



AMONG THE POMONAH ISLANDS.

Port Cockburn.

This place about 16 miles from the entrance, and better known perhaps as the "Head of Lake Joseph," contains a general store and post office, an office of the

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Montreal Telegraph Company, and is pre-eminently well adapted as a quiet, plain, pleasant and healthy family resort. The "Summit House" hotel is very well located, commanding a fine view of the magnificent lake and forest scenery, which abounds throughout the entire length of Lake Joseph. A very good road connects the lake here with the Parry Sound colonization road at Lymington's Junction, a distance of a little more than two miles. Tourists can take land conveyances to and from here to Parry Sound, and steamers to Rosseau, Bracebridge, Gravenhurst and intermediate ports. Their Excellencies the Earl and Countess of Dufferin and suite took carriages here in the summer of 1874 to join the steamer "Chicora" at Parry Sound, and enjoyed the overland trip very much.

Salmon trout, bass and pickerel fishing in Lake Joseph, and splendid maskinonge fishing in Black Stone Lake, a few miles from the hotel.



EAGLE'S NEST ISLAND.

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Muskoka as a Summer Resort.

This district differs somewhat from nearly all the summer resorts, involving a much shorter trip than either the St. Lawrence or Lake Superior routes, and will be found well adapted to those who prefer *short* trips, and a retreat from some of the conventionalities of city society. The places of accommodation being neither expensive nor *fashionable*, at the same time moderately comfortable, no "*killing toilets*" are required here. Visitors should not expect too much, but good food and clean beds can generally be procured. Those who prefer camping out in tents, or to build cheap board huts or cottages, will find, ready at hand, numerous, islands, headlands, portages and bays, admirably suited for camping out.

The lakes (Muskoka, Rosseau and Joseph) are magnificent expanses of water, together nearly 50 miles in length, and thickly dotted in every direction with richly-wooded islets. A daily steamer plies the length of Muskoka and Rosseau, and a tri-weekly steamer on Joseph.

Among the many lovely spots on these lakes we instance a few, as follows:—

The western portion of Lake Muskoka, approaching and within a few miles of the Falls at Bala; also the river stretching below Bala; the Narrows, near Gravenhurst; the river mouth, approaching Bracebridge; the Flower Pot Islands, opposite Tonden Island. On Lake Rosseau, between Port Carling and Port Sandfield, a fairy scene enlivens the few miles' sail between these points, passing the Eagle's Nest Island; the scenery, is also beautiful off the mouth of Skeleton River, Irwin's Bay, and looking down the lake from the Rosseau House; Lake Joseph is also equally rich in scenery, the view is particularly fine looking down the lake from the Summit House at Port Cockburn. Numerous other lakes fall into the three lakes which we have described, all equally attractive, but not yet so accessible. All the lakes of this region are well sheltered from violent gales, owing to their limited size, and being studded so thickly with islands, rendering it perfectly safe to venture out in small boats. These are the reasons for the recommendation of the Lakes of Muskoka to those who may wish to escape for a season the bustle and strain of an active city life; and while their waters possess "no healing powers," they will serve very well for a change, and are within the reach of all, both as regards time and money.

Lake Rosseau.

Proceeding on Mondays, Wednesdays and Thursdays from Port Carling direct for Lake Rosseau, the steamer touches first at Windermere, on the east shore, the outlet of an important settlement, and the post for Dee Bank, Ufford and Ullswater, Skeleton Lake, etc., and shortly after reaches the head of the lake at *Rosseau*. The place commands an important commercial position, in addition to its great natural beauties and attraction for tourists and sportsmen, and hotel accommodation is of a somewhat superior character. This village is a great centre of steamboat and stage travel, being the starting point for daily stages to Parry Sound and intermediate places, and weekly stages to Maganetawan and intermediate places, comprising the townships of Monteith, Spence, McMurrich, Ryerson, etc.; also weekly stage to the waters of Kommondah, Nipissing and intermediate places: daily mails by steamer, also excursions to Lake Joseph, etc. Telegraph office (in Rosseau House), good stores, a church of England, and two hotels. No scarcity of boats and guides to the bass

and pickerel fishing grounds ; also conveyances to the trout fishing on Shadow River, Maganetewan and South River, and also to the Free Grant Settlements, which are springing up in all directions.

Platt's Hotel stands at the head of the lake upon a high bluff, and has accommodation for a large number of guests.



"ON THE SHORES OF LAKE ROSSEAU."

In the neighbourhood of Rosseau is the beautiful *Shadow River*, where every leaf and twig are pictured in reflection on the placid water. This is fairy land itself.

"Here, in cool grot and mossy dell,
The woodland fairies love to dwell."

The "Bridal Veil Falls" may suggest those few words, so long sought for by anxious swains.

Camping Out.

BY AN OLD "CAMPER."

As a field for this most desirable way of spending a holiday, Muskoka is unequalled. Those endowed with a fair share of health and energy will find here all that is necessary—lakes abounding in lovely scenery, swarm-



BRIDAL VEIL FALLS.

ing with fish, dotted with picturesque islands and indented by nooks and bays, where nature has provided every facility for a temporary dwelling place. The lakes, though by no means small, are yet so broken by islands and points as to be seldom dangerous for small boats, and still affording good opportunities for sailing.

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To those enjoying the above named requisites, the pleasure of a merry or even jovial evening by the bright camp fire, and after a hearty supper, eaten with such appetite as can only be earned by vigorous exercise in the open air, will fully compensate for the hard work of the day. And when, after the song has gone round; tales been told and jokes cracked, they have taken their last look to see that the boats were all right, as they lie on the yellow sand, and have taken another look across the moonlit ripple, and have retired at last to their tents, but few minutes elapse before all is silent, and the sighing of the night breeze in the pines overhead, the splash of wavelets on the stones or against the boats, with an occasional scream of some water fowl, alone breaking the stillness.

But life of this kind is by no means too uniform; there is the excitement of fishing and sailing expeditions, together with the constantly recurring duties of cooking, changing camp, etc.; enough to prevent satiety of enjoyment, and to render the Sabbath a day of agreeable rest. Mosquitoes and other insect pests have, however, to be taken into consideration, particularly in dull or rainy weather, and will sometimes seriously interfere with the pleasure of the most enthusiastic lover of nature. Such days are fortunately not numerous, and a little fortitude, with a reasonable amount of good humour, will enable those in search of enjoyment to tide over a bad spell and laugh about it afterwards, and to look forward with pleased anticipation to the recurrence of the season for "camping out."

Muskoka Land.

ORIGIN OF NAME.

The extensive region of Muskoka derives its beautiful and euphonious name from the Indian word "Mus quo-tah," signifying "red ground," probably owing to the rusty iron and ochre-coloured sediments which may be seen in the soils of many of the fields and around the banks of the springs and streamlets of the country.

This tract is shown upon the *Carte de la Nouvelle France* (Maps of New France), published by the early voyageurs and Jesuit Fathers, as lying between the country of the "*Ancien Pays des Hurons*" (*Old Huron inhabitants, who were destroyed and scattered by the Iroquois in 1649*), and the country of the "*Pays Outaouais*" (Ottawa tribes). Lake Muskoka was then called by the French "*Petit Lac des Hurons*," and Lake Simcoe "*Lac Toronto*." It is said that there is still a vestige of extensive Indian settlements, which appear to have at one time existed on the Georgian Bay, at points immediately opposite the west shores of the Lakes of Muskoka, probably not far from Moose Point.

FEATURES OF THE COUNTRY.

The topography of this country is perhaps more diversified with lakes, rivers, low, rocky mountain ranges, with fertile belts interlarded therein, than any portion of Ontario. On approaching the Severn River, which

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forms the boundary between Muskoka and the fine counties of Simcoe and Ontario, an abrupt change in the rock formation occurs; running northward, in either North Orillia or Rama, a pure limestone deposit is traversed nearly throughout these townships; when suddenly the limestone disappears entirely; and we encounter a vast and rugged formation of granite and gneiss, which continues for hundreds of miles, save limited deposits of crystallised limestone, which have been discovered in the townships of Watt and Hagerman. Nor is this marked change alone confined to land and rock; the properties of the waters differ as widely; the waters of Muskoka are much darker and softer, and do not, when used for culinary and steam purposes, leave behind sediments, incrustations or scales, which is one of the chief difficulties in the use of steam boilers on Lake Simcoe and other more southerly expanses of water. The Lakes of Muskoka are deeper than those of Simcoe; and, although lying to the north of Simcoe chain, yet the season of navigation has, so far, been decidedly longer than that of Simcoe. In concluding this branch of our subject, we say to those of our readers who have visited the Thousand Islands, and the country about Ganaroque, Kingston Mills, Clayton, and Alexandra Bay, on the River St. Lawrence, that they will see much in Muskoka to remind them of the localities which we have just named.

SETTLEMENT OF THE COUNTRY.

The district was thrown open for settlement by the Crown Lands Department some fifteen or sixteen years ago, and, notwithstanding the inhospitable appearance of the approaches to the country, the settlement has made material progress, as by the census returns of 1861 Muskoka had about 300 souls, and at the next decade the census returns show a population of the Muskoka district proper of from 8,000 to 10,000 souls; and if we add to this the outlying portions which generally pass under the name of Muskoka, it will swell the population equal to that of a pretty respectable county.

THE LAKES.

The lakes are to be numbered by the score, and are of every variety of form and size, studded with richly-wooded islets and headlands. The principal lakes on our route are Nipissing, Muskoka, Lake of Bays, Rosseau, Joseph, Vernon, Skeleton, Mary, Fairy and Peninsula. The first named is the most remote and much the largest of our lakes; it has not yet been utilized for steam navigation purposes. Lakes Muskoka, Rosseau and Joseph have been united at a moderate expenditure, and now afford easy and uninterrupted navigation throughout for steamers, a distance, in a direct line, of nearly fifty miles, and in addition to the attraction for tourists, these lakes have been of great utility in settling up the country, even before the advent of steam navigation here. At *Huntsville*, sixteen miles by stage from Bracebridge, the inland chain of lakes, Mary, Fairy and Vernon, are now utilized for steam navigation purposes, and

form an attractive steamboat route. The magnificent Lake of Bays has also followed in the list of steamboat routes.

FISHING.

All the lakes and streams of this region afford more or less fishing. The south branches of Muskoka and Maganetawan Rivers are considered to be our best sporting streams. Bracebridge is the starting point for the former, and Rosseau for the latter; there are also some minor trout streams contiguous to the villages of Gravenhurst, Bracebridge and Rosseau. Salmon trout, bass and pickerel are to be had in all the lakes; maskinonge near Bala, at the outlet of Lake Muskoka, and also in the Severn River and Sparrow Lake, and at the head of the Lake Joseph, near the Summit House, at Port Cockburn.

SHOOTING.

Good deer shooting to be had almost everywhere; also moose deer shooting north of the Maganetawan, and about Lake Nipissing; more or less duck shooting everywhere where the shore is not too bold and precipitous; some wild-goose shooting at Nipissing; partridges and hares are abundant on the suitable grounds, which are scattered throughout the region.



MAKING A PORTAGE—MUSKOKA RIVER.

BRACEBRIDGE TO LAKE OF BAYS AND FAIRY LAKE.

One of the most invigorating and pleasant modes of enjoying a summer outing in Muskoka is that of a "canoe trip." Among the many routes which the numerous chains of inland lakes and rivers present, the one here set out is the most practicable, combining with the best fishing a constant change of characteristic lake and river scene. Experienced "campers out" may "paddle their own canoe," but it is more advisable to engage Indians and canoes, as the tourist can fish while

they are making the portages, and rapids can be run which otherwise had better not be attempted. Indians can be engaged at Orillia, Rama, or Bracebridge, at \$1.50 to \$2.00 per day. *Bracebridge* is the starting point for the justly-famed trout streams of Muskoka River (South branch) and its tributaries—Hollow Lake, Wood Lake, Sharpe's Creek—and for the beautiful lake expanses of the Lake of Bays, Peninsula Lake, Fairy Lake, Mary Lake and Lake Vernon, and the centre of the stage routes to *Muskoka Falls*, *Uffington*, *Folkenburg*, *Utterson*, *Port Sydney*, *Allansville*, *Huntsville*, *Hoodstown*, *Baysville*, and other minor points. The village contains five hotels, collectively adapted to all the wants of the travelling public, whether for pleasure-seekers, sportsmen, or lard-seekers; numerous stores and shops of all kinds; merchandise, provisions, fishing and shooting tackle, camping utensils, &c., can be had at moderate prices, and canoes, guides and carriages to the neighbouring points of interest.

The tourist can either descend the Muskoka River by canoe to the "River Forks," thence up the South Branch to the foot of the "Great South Falls," where the first portage must be made, or, bringing their canoes and camping equipment by waggon, can at this same point commence the ascent of the river.

The stream is rapid, and several portages must be made during the first day. At some the baggage is carried round by land and the canoes poled up the rapid; at others, the Indians shoulder the canoes, thus presenting the appearance of huge snails. At "Rocky Portage" good ground is found for the first "camp." On the second day "Island Portage" is reached at noon, and "Gravelly Rapids" for the night. At both of these points there is good trout fishing. On the third day "Cedar Rapids" are passed, and at the "Upper Falls" the best camping ground is found. The river here runs fast, tumbling down in rocky rapids, and the best speckled trout fishing afforded.

Baysville, on the river and one and a half miles from its entrance to Lake of Bays is close by, a capital resort for the tourist and sportsman. There is a good hotel, and Mr. Marsh, Mr. Ramsay, Mr. Morrow and Mr. Brown will make strangers welcome. Guides (Robert and Charles Drake are the best), boats and ice for packing fish can always be had. The mail stage leaves *Bracebridge* (16 miles), and the *Steamer Dean* (Captain Huckins,) makes regular trips on Trading Lake and connecting waters. Mr. Higgins, of the "Queen's," and Mr. Burden of the "British Lion" at *Bracebridge*, will give every information as to the route.

The Lake of Bays, also called Trading Lake, celebrated for salmon trout, is now entered. The scenery on and around this lake stands unsurpassed by any of the other lakes of Muskoka. The neighbouring Walter's Creek, Hollow and Wood Lakes and their tributaries, are famous for excellent trout fishing; good deer, duck and partridge shooting is to be had, and, with ample employment for gun and rod, the tourist cannot fail to be repaid for his visit. The head of the lake and good camping ground is reached in one days canoeing from the Upper Falls. Here a portage one and a half mile is made to Peninsular Lake, and at midday another portage into Fairy Lake, at the foot of which is

Huntsville, twenty-five miles by tri-weekly stage from *Bracebridge* and daily by *Steamer Northern* through the chain of Fairy, Mary, and Vernon Lakes, to *Port Sydney*; *Vernon*, *Fox*, *Buck* and *Doe* Lakes, forming another interesting chain of water communication, are easy of access from this point. At the head of *Lake Vernon* is *Hoodstown*, in the neighbourhood of which is delightful scenery.

The North Branch of the Muskoka River is now entered, and the canoes beginning to go "down stream," the fascinating, but in experienced hands safe, excite-

ment of "Running a Rapid" can be enjoyed. For the furtherance of the steamboat navigation, a lock has been constructed by the Ontario Government at one point in the river, shortly after which Mary's Lake is reached, a romantic sheet of water, one of the gems of Muskoka, upon a gentle elevation, at the foot of which is

Port Sydney. The village contains the Sydney Hotel, with excellent accommodation, where a supply of boats, &c., is kept. A new church presents a beautiful object on an eminence overlooking the lake. Several neat residences, with clearings of some extent, adorn the shores of *Mary's Lake*, whose gladdening surface is studded with many islands, where berries of various kinds are plentiful in the season, and which afford delightful places for pic-nics, etc. This lovely piece of water affords many attractions to the tourist, and to those seeking health or recreation, in the summer or autumn months. The lake being of limited size, there is less danger from storms than on some of the larger waters of Muskoka. About the middle of July to October may be called the pleasantest season; for the flies that annoy more or less in May or June have all disappeared.

From this locality many delightful excursions can be planned, especially when the steamboat is making its trips.



RUNNING A RAPID—MUSKOKA RIVER.

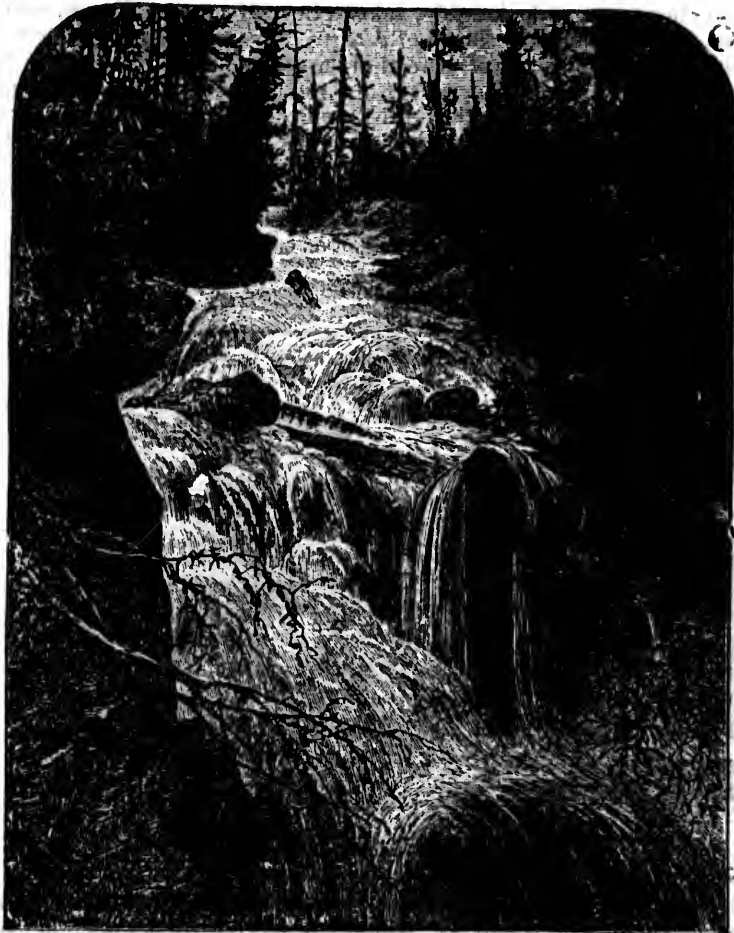
As respects accommodation for private parties, we have heard that there are private families here who would be willing to receive parties for the summer months; so that with the hotel and this, tourists and others need not, at present, fear any lack of accommodation.

The Muskoka River is again entered, and with several portages, the longest being at "High Falls," a picturesque cascade seventy feet in height, Bracebridge is reached by canoe in one day.

The above route can be made in either direction, but parties not wishing to take to canoes can reach all the more interesting and sporting points with ease by the different stage lines running out of Bracebridge,

Maganetawan.

This village, named after the river ("the smooth-flowing water") is 34 miles north of Rosseau. It is situated midway between Rosseau and Nipissing, on an excellent highroad, on the line of water communication that connects Lake Aumick on the one hand and See-seeb, with its far stretching affluents of river and lakes on



HIGH FALLS—MUSKOKA RIVER.

the other. Its central position makes it an advantageous halting place for the tourist, and the intending settler. In the neighbourhood is some of the best land that is to be found in the district; the fishing, consisting of trout, bass, and pickerel, is unequalled; partridges abound, and deer are plentiful. Within a hour's distance from here is White Lake, said to be literally teeming with speckled trout. Doe Lake, farther up the river, is also rich in scenery and sport. This region is decidedly the best in Muskoka for deer shooting, duck shooting, and all kinds of fish. The rivers and lakes in continuous chains, can be ascended and descended in

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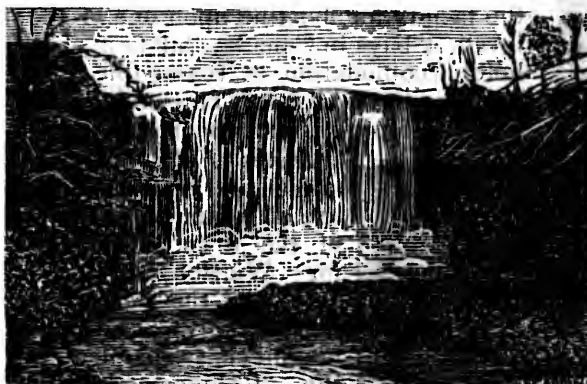
canoes and boats amid the best of sport. Speckled trout have been caught in the Maganetawan waters weighing from 3 to 5lb. ; bass, 5 to 8lb ; pickerel, 8 to 14lb.

"Music," in *Forest and Stream*, thus speaks of the Maganetawan, "Now a word about the region. If a man can stand out-door life, and live on venison, trout, bass, partridges, ducks, pork, tea and crackers, there is no better place to go to in America that is as accessible. A man can go there in July, August, September, or October with comfort, if he will only go in the right way, and shoot deer and catch trout to his heart's content. June to August for trout, after that for deer. Remember the Maganetawan is as large as the Schuylkill at Philadelphia, or considerably wider and deeper than the Harlem at High Bridge, and that the trout have an unlimited range, and are seldom disturbed, so that they have a chance to grow. Deer can be bagged in great numbers if you choose to do so ; with a couple of good hounds magnificent sport could be had in the Fall. I have shot partridges with my rifle from the canoe while travelling, as they were strutting on the shore, and their 'drumming' was one of the pleasantest every-day sounds. Do not try to go without some guide. There are men near Orillia who know the country and they might be secured—Ned Jenking is the best—but if you get in there alone you will have little sport and much trouble. If any one wishes more particulars they can be had on application at 1319 Girard Avenue, Philadelphia. I have no possible interest in noticing this region except that I believe it to be unsurpassed in many ways."

Nipissing.

A Post-Office on South River, at a navigable point, two miles from the magnificent lake of the same name. There are many settlers in this neighbourhood. A road has been recently completed to Rosseau, 65 miles distant. The land is excellent in this region, and a large and important settlement commenced. Excellent fishing in the neighbourhood. Moose and common deer, duck and, also, wild goose shooting.

Weekly stage from Maganetawan, thirty-four miles. The Georgian Bay



INDIAN FALLS.

Branch of the Pacific Railway, now under contract, will pass about 15 miles to the south of this place, a steamer will very soon be placed on the lake.

Toronto, Grey and Bruce Railway.

This Railway is of itself a novelty, being constructed on the "narrow gauge," or 3 feet 6 inches wide, to accommodate the district of the Caledon Hills through which it runs. The cars are commodious, and parlour

coaches are run on the Through Express Trains. After leaving Toronto the railway crosses the "Humber," winding in many curves down and up the high river banks.

The district tributary to the railway is of high cultivation, and the trip through the Caledon Mountains one of much interest. At Orangeville, a

rising town of 3,000 inhabitants, is a refreshment station, and the junction with the Teeswater and Owen Sound Branches. The former gives the best rail connection from the County of Bruce, the Town of Teeswater, Wingham, Harriston, and Mount Forest, to the Georgian Bay. On the River Credit and Caledon Lakes with easy reach of Orangeville, excellent trout fishing is obtainable. Information and excellent accomodation obtainable at the Wilson House and Queen's Hotel. On the Owen Sound Branch are many spots where holiday seekers can enjoy first class brook trout fishing, and among them may be mentioned,

Shelburne, (64 miles,) "*Hornings Mills*," (5 miles,) afford good sport. *Flesherton*, (86 miles,) *Munshaw's Hotel* is the centre for visiting the



EUGENIA FALLS.

upper waters of the *Beaver River*, on which is good "fly fishing." The beautiful "*Eugenia Falls*" are within 5 miles, and the *River Saugeen* reached by daily stage of 16 miles. *Markdale*, (93 miles,) also gives access to the *River Saugeen* and to several small inland lakes, in which are trout of large size. The *River Spey* and *River Sydenham* close to *Chatworth*, (109 miles,) are well known sporting rivers. *Campbell's Hotel* is the resort of many sportsmen.

Owen Sound, the northern terminus of the *Toronto, Grey and Bruce Railway* is a most delightful resort for tourists and families. The Falls and many pleasant drives in the neighbourhood, the facility for boating upon one of the loveliest bays in Canada, and first class hotel accomodation at reasonable rates combine to make a stay enjoyable. The *Coulson House* is recommended.



INGLIS FALLS.

Inglis Falls, *Patowatamie* and *Indian Falls* are all within three miles of the town. Steamers for *Warton*, *Colpoys Bay*, and the *Peninsula*, leave daily, and the magnificent steamers of the *Collingwood and Lake Superior Line*, and *Georgian Bay Transportation*, connect with all the points of interest on the *Georgian Bay and Lake Superior*.

The Georgian Bay.

This healthful land-locked offshoot of Lake Huron has long been known as a favourite resort of the tourist.

Upon its shores are many pleasant towns, among which are—

Collingwood, a town of some 3,000 inhabitants, and from its favourable geographical position bids fair to become the entrepot of the Through business with the Great North West. Whatever rivals it may have on the southern shores of the Upper Lakes, it will retain its supremacy as being the shortest and quickest line of access between Lakes Huron and Superior and Toronto and the heart of Ontario.

The industries of the town are mainly applied to lumber and the preparation of supplies for the North shore.

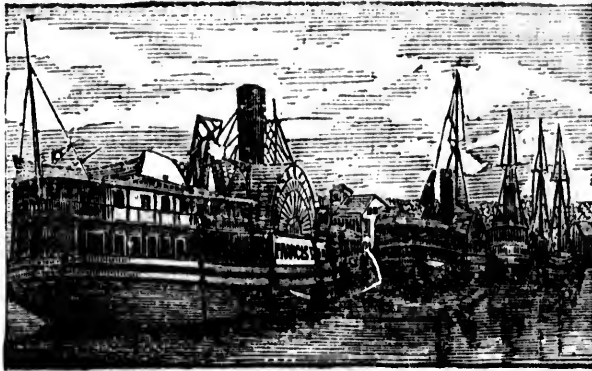
The "Christian Islands," near by, are pleasant fields for expedition, and the Hotels are excellent and reasonable. (See Adverts.)

Four hours by express train, with drawing-room cars attached, bring the tourist from Toronto to Collingwood by the Northern Railway, the short cut from Lake Ontario to the Upper Lakes.

The Hamilton & North-Western, passing through the Caledon and Blue Mountains is the pleasant route from Hamilton and vicinity to Collingwood.

Meaford, 24 miles from Collingwood, is healthfully situated under the shelter of Cape Rich, a bold headland stretching 10 miles out into the Bay.

The "Big Head" and "Beaver" rivers are celebrated for their brook trout. Paul's Hotel can be recommended.



STEAMERS AT OWEN SOUND.

Owen Sound, with a population of 3,000, is at the foot of a deep land-locked Bay. In its situation and neighbourhood are high hills and intersecting rivers, which are full of interest.

The boating and fishing are of the best; and the Toronto, Grey & Bruce Railway gives easy access to the sporting grounds of the interior and with Toronto.

Penetanguishene, now reached by the North Simcoe branch of the Northern Railway in five hours from

Toronto, is one of the historic spots of Canada.

It was once the Naval Depot on the Upper Lakes of the British navy, and under the waters of its harbour lie the remains of four gun boats. In olden days it was the point of departure for the canoes of the old Indian traders to Lake Superior, and in later days to all points on Lake Huron, being the northern terminus of Yonge Street, then the only road or portage from Lake Ontario. The channels between the many islands which dot the entrance to the harbour are excellent for Pickerel, Maskinonge and Bass fishing.

Pleasant excursions can be made from here to Midland City, Mouth of the Severn, Parry Sound, &c.

The Clarkson House, on a height overlooking the Bay, is recommended.

Waubashene, reached by the Midland Railway from Orillia and Port Hope, is another excellent headquarter for the sportsman. Sturgeon Bay, Midland Bay, the Severn and Coldwater rivers, with the best of Bass and Maskinonge fishing, are in the neighbourhood, and Partridge shooting in abundance, in season. Daily communication by steamer from Penetanguishene.

Parry Sound and the Parry Island Archipelago.

The round trip, combining both the Georgian Bay and Lakes of Muskoka, can be made in two directions. Either *via* Collingwood, Penetanguishene or Waubashene, steamers tri-weekly from each place, or having arrived at the head waters of the Lakes of Muskoka by stage from Rosseau, 24 miles from Port Cockburn, 18 miles to Parry Sound a large and flourishing village, beautifully situated at the mouth of Seguin River, and upon a capacious and safe harbour of the Georgian Bay.

Parry Sound, being one of the most important points on the North Shore of the Georgian Bay, is rapidly improving, and contains a population at present of about 1,000 souls. It is the capital of the vast territorial district of the same name, and contains three fine large lumber manufacturing establishments, extensive mercantile establishments, churches, schools, court-house, registry office, hotel, stipendary magistrate, customs officer, Indian agent, printing office, with a weekly newspaper.

Several colonization roads lead to and from the interior, all terminating at this village. Two of these roads—the Parry Sound Road and the Great Northern Road—are already, for a considerable portion of their length, made first-class roads, and the work is still going on, enabling parties to go or come. The tickets include railway, steamer and stage fares, but the tourist must, when purchasing, state in which direction he intends to proceed.

The steamers of the Georgian Bay Transportation Company are elegantly equipped.

The scenery surrounding the channels of approach to Parry Sound is most picturesque and charming. 10,000 islands have been counted by the geographers of the Georgian Bay, and the largest number form together this archipelago. The steamers pass through their midst a perfect "maze" of channels.

The Chicago and Collingwood and Ogdensburgh Line.

In connection with the Northern Railway, splendid steamers of this Line sail twice a week from Spencer's Docks, Chicago, and twice a week from Collingwood, calling at Milwaukee and connecting with all points in the West. They pass through *Lake Michigan* thence by the Straits of Mackinac to Lake Huron.

Mackinac is a most attractive summer resort in Northern Michigan. Historically it teems with reminiscences of the early struggles between the English, French and Indians for its possession. The old stockade and fortifications still remain perched on high cliffs. The island is about nine miles broad, and fine carriage drives intersect it at all parts. Many points of natural interest exist.—*Point Look-out*, a sheer precipice 200 feet high. *The Arch Rock*, a natural arch 150 feet above the lake, with a span of 90 feet. *The Lover's Leap*, *Maiden's Rock*, *Scull Cave*, &c., each with their attendant tradition of Indian love and revenge. A sail through the Straits past these picturesque scenes is most enjoyable. The Steamers of the

Georgian Bay Transportation Company also make special Excursions to Mackinac during the summer season.

Crossing the North end of Lake Huron, the Chicago Line enters the beautiful Georgian Bay through the Straits between Cove Island and the noble headland named Cabot's Head.

The Toronto and Ogdensburgh Line on Lake Ontario connect at Toronto with the Northern Railway, and at Ogdensburgh with the Ogdensburgh and Lake Champlain & Vermont Central Railways. A splendid Through Route between Boston, Portland, the White Mountains and New England in the East, and Chicago, Milwaukee and all points in the West, is thus formed by this great Through Line with all the advantages of cheap travel, and a tour through the beauties of the Thousand Islands, Lake Ontario, the Georgian Bay, Lake Huron and Lake Michigan.

LAKE SUPERIOR.

Of all the routes to this grand fresh water sea, that taken by the Collingwood Lake Superior Line of splendid upper cabin steamers is the favourite, avoiding as it does the open waters of Lake Huron, and passing through the sheltered waters of Georgian Bay, the great North Manitoulin Channel, and around the north shore of Lake Superior.

The Georgian Bay Transportation Co. steamers take the same route from Collingwood as far as Sault Ste. Marie.

Leaving Collingwood at 6 p.m., in the cool of the evening, after calling at Meaford and Owen Sound, the steamer takes a direct course up the Bay, the Blue Mountains, which form the southern shores, gradually sinking below the horizon.

Killarney is reached in the morning. At this place, formerly called, in the Indian tongue, "She-ba-wa-na-ning," or "Here is a channel," commences the charming island scenery of the

Great North Manitoulin Channel.

To the north the lofty granite cliffs of the La Cloche mountains rise 200 feet above the lake, to the south the Great Manitoulin Island, in Indian days supposed to be the abode of "The Manitou," or "Great Spirit," wards off the waves of Lake Huron. A correspondent of the *Forest and Stream* thus describes the scene:—"Islands succeed islands in an unbroken continuity hour after hour as we glide on; islands of every conceivable size and shape, more numerous than the Thousand Islands of the St. Lawrence many times multiplied; islands barren, wooded, sandy, rocky, columnar, gracefully rounded, precipitous and gently sloping, wind-swept and storm-polished, large, diminutive, and infinitesimal; reefs widely spreading, and submarine monoliths whose peaks barely project above the surface. There is a breadth and sweep and never-ending change in the panorama which is all-absorbing to a mind intent upon the picture. For one hundred and seventy miles we steam through this island scenery! In the calm repose of a summer's morning, when the waves are stilled and the face of the lake gleams like polished glass, the shadows fall heavily from the indented shores, and every rock and tree is sharply outlined and reproduced inverted in the mirror. Then we seem to float on airy nothing, looking upward into cloudland and downward into cloudland, into depths

above and below that seem illimitable. There is very little animal life upon the islands. The main land is a continuous upheaval of bare Laurentian billows of granite that once were molten. There is but a scanty growth of trees. Sweeping blasts have scathed them and frequent fires blasted out their vitality. There are very few houses and but little cultivation. Occasionally a bark canoe glides from behind a point, and at intervals a solitary fisherman's hut is descried. Were it not for the gaunt white gulls that hover over our wake or keep vigil on the rocks, this would be a solitude.

" In places the flinty strata of rocks yield a mineral wealth sufficient to induce the sinking of a mining shaft, or the back country affords a supply of furs which necessitates the establishment of a trading post and depot. At these the steamboat touches, sometimes to take in wood, sometimes to land a passenger, and anon to discharge some freight."

After *Manitowaning*, a rising settlement on the island; next on the route, comes *Little Current*, another hamlet, and here a tide sets between the islands with a four-knot current. It is said the tide is caused by the wind, that it sets in whichever direction the wind is blowing at the time. Still further on is the picturesque Hudson's Bay Company post, called *La Cloche*, with its sunny white buildings, red-roofed. The water is shoal for two miles out from the shore, so that all supplies for the post have to be landed and received at an isolated hut far off. When the boat arrives, great birch canoes, manned by Indians of every hue and degree of miscegenation, put out from the distant shore, and with sturdy arms and many paddles, skim over the intervening space. From the stern of the foremost may fly the red flag of England, and under its official ægis a fleet of light canoes, filled with lads and squaws and their papposes, follow in the rear. When they have reached the steamboat landing, the men and boys squat in line upon the shore and motionless watch the bustling operations of landing freight. The squaws sit in their canoes and nurse their progeny, never wincing under the scrutiny of the glasses levelled at them from the promenade deck. When the boat departs, the aboriginal coterie, having filled up the measure of this little episode in life, paddle back to headquarters.

Gore Bay, one of the most important points upon Manitoulin Island, and the principal port to the Free Grant Lands, is next touched at.

At the *Bruce Mines*, 307 miles from Collingwood, are the huge chimney stacks and shops and piles of copper ore and ranges of hovels two miles long that belong to the great company that delves the precious metal from the bowels of the surrounding earth. The works have cost over a quarter of a million of dollars.

Bear Lake is next passed, and after the Nebeesh Rapids we presently enter the serpentine St. Mary's River, with its Indian reservation and villages upon the Canadian side, and an occasional farm on the Michigan shore. Forty miles more, and we reach Sault Ste. Marie, with its foaming rapids, its great ship canal, and the rival villages that confront each other from either shore. Here, if one elects to tarry, he will find good fishing.

There are numerous Indians on hand to lend their services and canoes, and if the sportsman will try the Garden River, on the Canada side, he can fill his creel with trout. Sixteen miles below the Sault is Hay Lake and its outlet, affording fine trouting and good duck shooting in their respective seasons. There is a very comfortable hotel at Sault Ste. Marie, called the Chippewa House. The Canadian side is more picturesque, and there are some fine private residences there. Cameron's Hotel is excellently kept and nicely situated on the banks of the river.

The waters of Lake Superior here pour over the *Sault Ste. Marie Falls*. There is no one bold single fall, but a continuous rapid of about three-quarters of a mile in length, the waters rushing down with great fury and breaking in huge waves over the rocks.



SAULT ST. MARIE FALLS.

On the American side is the great ship canal, with locks 350 feet long and 70 feet wide, but which are now being enlarged.

Tourists can either stop over and go on by the next steamer of the line, or, during the delay of about four hours while the steamer is passing the locks, enjoy some fishing or "run the rapids;" canoes and two men can be hired at fifty cents for each person. The white-fish of the Sault are the finest and firmest of the lakes. It is interesting to watch the Indians as, poling their canoes up the surging rapids, they peer through the clear waters to discover the fish swimming in the channels in the rocks, when suddenly dropping down with the swift current, they sweep them out with their long-handled scoop net.

The North Shore of Lake Superior.

Through the Sault and into Lake Superior! We have traversed one vast Mediterranean, and another is before us.

Lake Superior is 460 miles long, 170 miles broad; its depth is 800 feet, being 200 feet below the level of the Atlantic.

It is only now that we begin to realize the immensity of these inland seas. The voyage for duration is like a journey to Europe. Great ships of thousands of tons burthen, traverse its highways, and storms that are not surpassed in violence sometimes agitate its depths. One hundred miles we speed after losing sight of land, and then arrive at *Michipicoton Island* and river. Here in summer the boats tarry a few hours that excursionists may pick up agates along the pebbly shore or catch huge trout in the adjacent waters. Were it not that larger fish can be taken in the Nepigon, the size and quantity of these would seem amazing. Some of the agates found here are of unusual beauty and transparency. The light-house keeper, who has a sort of monopoly of the business, in that he has thoroughly raked the placers, will sell a pint of them for about a dollar.

Hence to Prince Arthur's Landing and Fort William the distance is 306 miles. The latter place is ninety-six miles east of the Nepigon. Boats generally go through direct and touch at the latter place on their return.

Silver Islet is the next port. These far-famed mines are of untold value and are valued, it is said, at not less than \$18,000,000. *Silver Islet—almost of solid silver*—was originally a rock but a few yards long that rose from the waves a half mile from the main land. Delving into it, and following the shining vein, the miners have sunk their shaft six hundred feet down into the pyramid, and bringing the debris to the surface have enlarged their insular domain, protected it with massive cribs, and erected their engine houses and other buildings thereon, structures of massive timbers tret-nailed and bolted together, to resist the winds and waves that beat with mighty force upon this coast. The "lead" trends north-east, and the miners are now working under the lake, taking the risk of their uncertain roof falling through and letting in the mass of waters that flow overhead. Upon the main land are the company's stores, and other works, and other shafts now being sunk to head off the lead. Steam tugs ply to and from the island and bring over the precious ore and the gangs of labourers employed. So strict are the rules and precautions against pilfering, that each miner is obliged to strip and be searched before he leaves the islet. Specimens can be purchased at the office.

Thunder Bay, the great point of interest of the route is now entered, a grand expanse of water twenty miles in diameter, encircled by an amphitheatre of fantastic hills and guarded at its portal by Thunder Cape, a rugged headland of columnar basaltic trap 1,350 feet high. When the Steamer's whistle sounds, the reverberations leap and re-echo from point to

point of the entire circumference of the bay. But when the Titanic voice of the thunder-blast rolls through the broad expanse, it resounds with



THUNDER CAPE—LAKE SUPERIOR.

mighty intonations that shake the cliffs and split the air, and give to cape and bay their most appropriate name. It is the tongue of the Great Spirit, Nana-bijoo, that speaks. But, alas! for the reputation of the Indian

storm-god ! That divinity once upon a time got *drunk*, and lying down upon the summit of the cliffs, never rose again. His gigantic form can even now be seen plainly limned in the outline of the adjacent mountain ridge. It has been the custom of the Indians to toss him a bit of tobacco, by way of a propitiatory offering, as they pass ! To the South-west is seen McKays Mountain, and further to the left the peculiarly shaped Pie Island, its form resembling a gigantic pork pie.

Prince Arthur's Landing is fast rising into importance, and now numbers some 3,000 inhabitants. The building of the Pacific Railway and the increasing hopes of the silver mines in its neighbourhood are giving it a great start onwards. It is the point of departure for Fort Garry, *via* the Dawson Road. There are two good hotels with ample accommodation for the Tourist who should wait over and make some of the excursions to the many places of interest in the neighbourhood. The Canada Pacific Railway, now in course of construction to Winnipeg and already opened for 113 miles, will soon form the Great Canadian highway to Manitoba and the Far West. By it access is obtained to the Shebandowan and many other Lakes inland. (See page 6).



MCKAY'S MOUNTAIN.

A most pleasant excursion can be made by small tug up the Kaministiquia river to *Pointe à Muron*, a distance of 12 miles, to the head of navigation, from where a magnificent view of Thunder Bay and the mighty ranges which encircle it like an amphitheatre can be obtained. *Pigeon River*, the boundary between the United States and Canada, and having fine Falls. *Current River*, with rushing rapids and silver mines. *Amethyst Bay*, where the beautiful amethyst veins are found in abundance. *Silver Harbour*, *The 3 A* and *Shuniah* silver mines, and the

numerous trout streams, will all give plenty to do and to amuse during the stay.

Fort William is reached either by the new road or by boat, a pull of about two miles, or by the Prince Arthur Branch of the Canada Pacific R. R. It is the oldest Hudson Bay post on Lake Superior, on the banks of the *Kaministiquia* River, a sluggish stream, winding with many a turn at the foot of *McKay's Mountain*, named after one of the early residents at the Hudson Bay post. The ascent although somewhat difficult is well worth making. Following an Indian trail for about 4 miles, the precipitous sides of the mountain are ascended and the summit reached, about 1,200 feet above the level of the lake. Directly beneath winds like a silver thread the *Kaministiquia* River, dividing where it flows into Thunder Bay, into many channels, justifying its name which means in the original "many mouthed stream."



THE KAKABEKAH FALLS.

Eastward across the bay at the distance of 25 miles, rises the lofty wall of Thunder Cape and attendant ranges. Then Pie Islands, the Welcome Islands, and far beyond them out in the broad water of the lake *Isle Royale* a portion of the United States, to the left the *Pointe à Muron* range, with the river winding through them and the course of the Canada Pa-

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cific Railway stretching far away through miles of forest. The front of the mountain is a sheer cliff of 300 feet high to the first ledge, and from its giddy height an unbroken view of all the country round for 50 miles delights the eye.

The Kakabekah Falls one of the grandest spectacles in the north-west are now, that the railway is constructed, quite easy of access. Canoes and Indians are taken out by train to a point about 6 miles above the Falls. The river is then followed to within a short distance above the cataract when a portage is made around the Falls which exceed in height and present a striking general resemblance to those at Niagara.

Rejoining the canoes a run down the rapids brings the party to the mouth of the river in from three to four hours.

From Prince Arthur's Landing the steamers of the Collingwood line go on to *Duluth*, "The Zenith City of the unsalted seas," of all places the most written of and talked of in the United States. It is advantageously situated at the extreme head of Lake Superior, and by railway connection with the interior will, without doubt, some day justify the glorious prophecies which heralded its birth. Here the steamers commence the return trip, having been joined by tourists from Chicago, St. Paul, Manitoba, &c., and picking up any who have "stopped off" at Thunder Bay, return by the same route, as previously described, to Collingwood.

The tickets which include state-rooms and meals, are good to stop off at any place on the route, and then proceed again by any steamer of the line.

The scenery along the route runs through the whole gamut of landscape view—the rugged cliffs of Lake Superior, the fairy islets of the Manitoulin channel, and the green hills of the shores of the Georgian Bay. The climate is notably clear and bracing, and the route being protected, everything can be enjoyed.

Whether it be for the return trip from either Toronto or Duluth, or for the single trip in one direction, opportunity is given for what is, beyond all question, the *Cheapest, Most Invigorating and Grandest Trip* on the continent.

Duluth has a population of about 3000. The "Clark House" is a well situated hotel and can be recommended.

Here is the terminus of the *Northern Pacific Railway* connecting in 24 hours to Winnipeg thus forming with the "Collingwood Line" the shortest and cheapest lake and rail route between Ontario and Manitoba. The resident agent of the Company attends the arrival of trains and steamers, and every facility is afforded to the traveller.

At *Fargo* the railway crosses the "Red River" giving communication with the best lands of Dakota and at *Bismarck* connection is made with the Missouri river steamers to *Fort Benton* and all places in the north-west and with stages for *The Black Hills*. Through tickets to all North-Western points are issued by the Collingwood Line.

The Dalles of the St. Louis.

These famous natural curiosities are in the neighbourhood of Duluth upon the Line of the St. Paul and Duluth Railway which following the course of the river skirts its banks throughout the whole ecluse being thus in full view from the trains.

Between *Thomson* and *Fond du Lac*, a distanec of four miles, the River St. Louis makes its rapid decent of 400 feet, to the level of Lake Superior. The torrent rushes down, roaring and tumbling over the serrated rocks, whose jagged edges oppose its progress. Enclosed between high steep banks, the confined waters dashing into white foam, contrast with the deep shades of the lofty pines which crown the heights, the whole forming a weird and romantic scene.



MINNEHAHA FALLS.

"Sweet Minnehaha like a child at play
Comes gaily dancing o'er her pebbly way,
Till meeting, with surprise, the rocky ledge,
With gleeful laugh, bounds from its crested edge."

St. Paul and Minneapolis.

The twin cities at the head of navigation of the Mississippi, are within easy distance of Duluth. Their surroundings abound in picturesque spots, and fine hotels, the Metropolitan and Merchants' at St. Paul, the Nicollet at Minneapolis, make convenient centres during a visit to the neighbourhood.

Among the summer resorts of Minnesota, close by are White Bear Lake and Spirit Islands, Lake Minnetonka, the Falls of St. Antony, the Dalles of the St. Croix, Fort Snelling one of the earliest of the frontier forts, perched upon a commanding bluff at the junction of the Mississippi and Minnesota Rivers; but above and beyond all in interest are the romance encircled Falls of Minnehaha.

Hiawatha, Paupau Kewis, and all their attendant Indian braves are no longer creatures of a poets fancy, here they lived and left a halo of tradition and romance that peoples the leafy groves and gives vivid utterance to the murmuring of the rippling waters.

Manitoba.

As a route of communication between Manitoba and Ontario, the "Collingwood Line" is by far the best. From Duluth by the Northern Pacific Railway, with express trains and splendid sleeping cars, direct, it is but a 24 hours run to *Winnipeg*. The Lake route, via Collingwood and Lake Superior, is but one day longer than by all rail, being, as will be seen by reference to the maps, almost a direct line along one side of a triangle, instead of passing southward toward Detroit and Chicago, thence northward again to St. Paul. Passengers save via Duluth, *one thousand miles* of rail travel, and while enjoying the comfort of rest and the best of accomodation upon the steamers, arrive at their destination fit for work instead of wearied by their journey. A day longer on the trip is more than compensated for by the invigorating results of the sail over "the Great Lakes."

Nepigon.

On the north shore of Lake Superior, and on the route of the "Collingwood Line" Steamers, is the noble Nepigon Bay. Entrance is by the straits between lofty islands and cliffs 1,500 feet from base to summit ragged with shattered rocks or clad with verdure, or past small islets bare holding ground for a few small trees. At the mouth of the river is the famed Red Rock, sacred to the Manitou, and carved with hieroglyphics the marks and relics of early Indian visits.

Of this rock, from time immemorial, has the Indian "Calumet" or pipe of peace been made, and far down upon the Mississippi, and in Mexico in the mounds or tumuli of extinct races are found samples of its peculiar stone.

Half a mile from here is the Hudson Bay post.

Good fishing can be had at the first rapid, one and a half miles above the mouth, but to ascend the river it is necessary to obtain canoes and Indians, either at Little Current (Abrey Bros.) the Sault (John Cameron, Canada side,) or at Prince Arthur's Landing; one canoe is necessary for each three members of the party, or if much baggage is taken for each two.

Heavy supplies, such as flour, pork and bread, can be purchased at the Hudson Bay Fort; but tea, bacon, and all other delicacies should be brought from below.

Blankets, tents, &c., and full camping-out equipage is necessary, as there are no settlers on the river, the wild Indian and an occasional Hudson Bay Voyageur will be the only parties met with. A trip of ten days will take a party up the lake and down again with ample time for fishing at all the best points.

The river is 45 miles long to the great Nepigon Lake at its head, and is broken by 15 falls, at all of which good fishing can be obtained:

It has an average width of 200 feet, but at frequent intervals widens out into lakes of 2 miles wide.

Camping ground is excellent every where, and although some of the portages are of considerable length the "trails" are well broken.

The fish of the Nepigon River are the true "brook trout," but run to a size, perhaps without parallel any where, an average of 3 lbs. being easily obtainable, while many will touch the beam at 6 lbs.

Clear casting room may be had every where, strong rods and tackle are needed with light rod also for fishing the shallows; red and brown hackle give best success; flies must be of good size. The latter end of July, August, and September are the best months, as the flies will have disappeared, and the trout spawn later than in other localities. In September partridge are plentiful, and a few bear, but no other game. Warm clothing is indispensable.

SEASONS FOR FISH AND GAME.

The Game Laws are strictly enforced throughout the Province of Ontario, and sport thereby greatly advantaged. Fish and game *may be taken* within the following periods:

SEASONS FOR SPORT.

Fish.

Salmon and Lake Trout.....	1st December to 1st November.
Speckled Trout, Brook & River Trout...	1st May to 15th September.
Bass	15th June to 15th May.
Maskinonge and Pickerel.....	15th May to 15th April.

Game.

Deer.....	15th September to 15th December.
Partridge and Grouse.....	1st October to 1st February.
Duck.....	1st September to 1st January.
Woodcock.....	1st August to 1st January.
Snipe.....	15th August to 1st May.
Qua".....	1st October to 1st January.
Plover.....	1st November to 1st May.
Hares or Rabbits.....	1st September to 1st March.

Hints as to Camping Outfit.

Should the tourist not go the length of building a shanty, good tents are a matter of the highest importance to him. An ordinary "ridge tent" holds six or seven very comfortably, and it is the most convenient form for general purposes. The ridge pole should generally be carried about from place to place, and the requisite number of tent-pins should always be on hand, uprights can easily be cut at any point on landing. Great care

should be taken in the selection of a site which will not be flooded in case of rain. A deep trench should be dug on the upper side, opening at each side somewhat beyond the ends of the tent. The tent should be provided with a lantern which can be hung from the ridge, and also with a musquito bar. This allows good ventilation without affording admittance to mosquitoes.

Boats should be secured at some points on the lakes or be brought from elsewhere. They should be stoutly built, as they frequently come in contact with the rocks. The greatest caution should be used in landing in the dark. Many boats are, in a few days, rendered almost wholly unseaworthy if they are not carefully handled in this respect.

Clothing of the strongest materials is desirable, especially in the case of those articles which are likely to come in contact with the rocks. Flannel shirts and woollen socks should be worn, and a tolerably warm coat should be taken up, as the nights are often cool. Old gaiter boots answer most of the purposes of the ordinary visitor. Unless he is very indifferent to lies and mosquitoes, he will not care to visit any swamps. Two double blankets, wrapped and strapped in two yards of waterproof cloth, will constitute his portable bed. A musquito net for the head often comes in conveniently in the evening.

The principal cooking utensils are :—A pot, saucepan, frying pan, teapot, and the accompanying etceteras of iron spoons, dish-pans and towels. Tin cups, knives and forks, tin or thick earthenware plates, sugar cans, syrup jugs, waterproof tablecloth, etc., etc., may be added as the tourist desires.

As to provisions, cabin bread, dressed beef, ham, lard or butter, oatmeal porridge, tea, sugar, syrup, salt and rice will be found to be the standard articles, in addition to fish, desicated meats and condensed soups save much time and help the cook. Tea will be found much more satisfactory than coffee, as it can be taken without milk. Condensed or preserved milk is very convenient, but it is sometimes dispensed with. Three or four plum puddings, "ready made up," afford a good means of celebrating Sundays or public holidays. Rice and syrup form the ordinary dessert course, canned fruits are very portable and form a pleasant change. Whiskey and tobacco can best be left to the discretion of the members of each party—merely warning them, however, that these articles disappear much more rapidly on a camping-out expedition than anywhere else. Brandy should be taken up for plum pudding sauce, and to restore life to those who may have suffered from drowning or great physical prostration. Tobacco is a good protection against flies while it is being smoked, which is generally, therefore for a considerable portion of the twenty-four hours. If the excursionist happens on a lucky year, he can supplement his stores with any quantity of blue or huckleberries. These are found on islands which have once been burnt over, and where they occur they generally grow in enormous quantities. Should the party include any good fishermen, no anxiety need be felt with respect to the meat holding out, for with perseverance and moderate skill enough fish can be caught for ordinary use.

The labour of the party can be greatly lessened by taking up an Indian or one of the local guides to act as cook, and sometimes as fisherman. When a reliable man is secured, the pleasure of the party is materially increased, freedom from domestic drudgery being a great aid to enjoying the beauties of the country.

The Peterboro' Lakes.

Rice Lake, 25 miles long and 3 broad, where is bass fishing and duck shooting of the best, is within easy reach of Cobourg by the Peterboro' and Marmora R. R., or the Midland Railway from Port Hope. At the Town of *Peterboro'* are capital hotels.

The Otanabee River, a sluggish stream some 20 miles in length, and 100 to 120 yards wide, affords excellent sport in black bass, the session begins in June and lasts till October.

From Peterboro' it is a drive of 7 miles to Bridgeworth, the starting point for *Chemong Lake*. The land on either side the lake is under cultivation, and studded with farm houses. There are numerous islands covered with shrubs and small trees. From here commences a chain of lakes for about 50 miles. Among them *Buckhorn*, *Black Duck*, and *Louesick Lakes*, are good districts for deer hunting.

The Scugog Lakes.

These are reached at Lindsay by the Whitby and Port Perry Railway from Toronto.

Lindsay is the County Town and a place of some importance, being the centre of an important lumbering industry. The Scugog River here connects by a lock with the lake, nine miles further is *Pigeon Lake* and the Town of *Bobcaygeon*, where is a good hotel.

In May, June and July muscalonge are plentiful, black bass, also grouse and large partridge, and deer also in season. A series of small lakes can be reached from here. Crandall's steamers connect daily from Lindsay with *Sturgeon Lake*.

DAVID WALKER'S

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The Walker House,



**CORNER YORK & FRONT STREETS,
TORONTO.**

DAVID WALKER, - - - Proprietor.

THIS large prominent Hotel has recently been enlarged by FIFTY additional Bed Rooms, and is now fitted up with PASSENGER ELEVATOR, ELECTRIC BELLS, BATH ROOMS and all the modern improvements, making it one of the best arranged and commodious Hotels in the Dominion of Canada.

It is situated close to the Grand Trunk and Great Western Railway Stations, and is convenient to the wharves of the Montreal and Niagara Steamboats; also, to the leading Wholesale and Retail Houses, Parliament Buildings and Places of Amusement.

It commands a fine view of the Bay and Lake Ontario, rendering it a pleasant place of resort at all seasons for Tourists, Families, Commercial Travellers and Business Men. The Montreal Telegraph Co., have a branch office in the House. Street cars pass the Hotel to all parts of the city.

Terms per Day:—\$2.00 to \$1.50, according to location of Room, and accommodation required.

DAVID WALKER, PROP'R.

GLOBE HOTEL,

Cor. Huron and Hurontario Sts.

COLLINGWOOD.

JOHN ROWLAND, - PROPRIETOR.

Travellers and Tourists will find this Hotel convenient to
Railway Station, Boats and business part of Town.

FREE OMNIBUS TO AND FROM ALL TRAINS AND BOATS.

ALBION HOUSE,

GRAVENHURST.

T HIS New and Commodious Hotel is now open for the
reception of Tourists and the travelling public.

The proprietors will always strive to give careful attention
to the wants and comforts of his patrons.

GOOD SAMPLE ROOMS.

Free Omnibus to and from all Trains and Boats.

TERMS MODERATE.

McKINNON & WASLEY,

Proprietors.

ROYAL HOTEL,

GRAVENHURST.

*This Hotel has recently been enlarged and refurnished,
and contains all modern improvements.*

TOURISTS AND TRAVELLERS,

Will find the Table and Bar supplied with the best.

First-Class Billiard Room & Bowling Alley

In connection with the Hotel.

FREE OMNIBUS

To and from all Trains and Boats.

TERMS: \$1.00 PER DAY.

E. COOPER,

Proprietor.

CROSBY HALL HOTEL,



No. 2 Simcoe St., TORONTO.

R. DISSETTE, - Prop'r.

Terms per day, \$1.00.

MEALS, 25c.

Nearest Hotel to the Grand Trunk, Great Western and Toronto, Grey and Bruce Railway Stations; also convenient to Northern Railway Trains, and Steam Boat Wharves.

CENTRAL HOTEL, COLLINGWOOD.

THOMAS COLLINS, PROPRIETOR.

This Hotel new built, splendidly furnished, well ventilated, and healthily situated; commanding a beautiful view of the

GEORGIAN BAY AND BLUE MOUNTAINS.

It has been universally acknowledged, both by the Press and travelling public, to be the **BEST HOTEL** out of the large cities, both as regards Accommodation, Attention, Comfort, and Menu.

Free Buss to and from all Trains, Boats, &c.

CHARGES MODERATE.

Special rates for Tourists, Large Parties and Families wishing to spend the summer.

SPILLING BROS.,

ONTARIO BANK, TORONTO

Manufacturers of Fine Cigars,

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CONNECTICUT SEED LEAF & HAVANA TOBACCOS.

No. 36 SCOTT STREET, TORONTO.

(OPPOSITE ONTARIO BANK.)

No. 59 JARVIS ST., TORONTO.

JAMES BREEN.

Importer and Wholesale Dealer in

FOREIGN AND DOMESTIC FRUITS.

AGENT FOR

H. M. Rowe's Celebrated Eagle Brand Baltimore Oysters.

Queen's Hotel

OWEN SOUND.

W. H. Prittie, - Proprietor.

TOURISTS

VISITING THIS FAVOURITE SUMMER RESORT,

WILL FIND AT THE

QUEEN'S

EVERY ACCOMODATION.

The HOTEL is pleasantly situated in the Centre of the Village
and commands a fine view of the

Georgian Bay and Surrounding Country.

It is one of the LARGEST and Best Regulated HOTELS north of Toronto, and
has for convenience of Commercial Travellers,

FIVE LARGE SAMPLE ROOMS.

BUSS ON ARRIVAL OF ALL TRAINS AND BOATS.

QUEEN'S HOTEL,

PRINCE ARTHUR'S LANDING,

(L. S., ALGOMA.)

The Hotel is pleasantly situated, and commands an extensive view of

THUNDER BAY,

and surrounding country.

Carriages and attentive Porters, on arrival of Steamers.

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AND THE BEST LOCALITIES FOR FISHING AND SHOOTING MADE KNOWN.

BILLIARD ROOM IN CONNECTION.

ORILLIA HOUSE,

ORILLIA.

JOHN KELLY,

- - - -

Proprietor.

This Hotel is pleasantly situated in the VILLAGE OF ORILLIA, and is one of the

Largest and Best Kept Houses North of Toronto.

Nothing will be neglected that can in any way contribute to the comfort of guests during their visit to this
FAVORITE SUMMER RESORT.

FREE BUSS TO AND FROM ALL TRAINS AND BOATS.

OTTAWA HOTEL.



ST. JAMES & NOTRE DAME STS., MONTREAL.

This favourite Hotel has lately been refurnished throughout, with
NEW AND ELEGANT FURNITURE.

of Eastlake and Queen Anne patterns ; there is also a

PASSENGER ELEVATOR, ELECTRIC BELLS, STEAM HEATING APPARATUS,
and Elegant Apartments with Baths, &c., en suite.

The Rooms, Halls, Parlors, and Passages have been altered, enlarged, and improved. The Lights, Ventilation, &c., have been perfected as far as possible.

Especial attention has been given to the introduction of the latest ideas in Sanitary reforms. No expense has been spared to make the Hotel comfortable and in every respect equal to any first-class hotel.

The location, either for tourists or business men, is acknowledged to be the best in the City. It is the only hotel fronting on Notre Dame and St. James Streets, having an entrance on each.

It is surrounded by our finest buildings, and is next door to the United States Consulate, and close to Victoria Square. The cuisine is as good as that of any first class hotel.

The charges are reasonable—Rooms with board included, \$2.00 and \$2.50 per day—Rooms with baths, &c., *en suite*, \$3.50 per day inclusive of board.

Special rates for long terms.

Coaches at all Trains and Boats.

J. F. WARNER, *Manager.*

A decorative flourish consisting of a large, stylized, cursive letter 'H' with a horizontal line underneath it, all enclosed within a decorative border.

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Leaving LEWISTON twice Daily, and NIAGARA three times Daily, on arrival of New York Central and Canada Southern Railway Trains.

CONNECTING AT TORONTO WITH ROYAL MAIL LINE OF STEAMERS FOR

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Also, with all the Railways leading out of Toronto.

Leave TORONTO for NIAGARA and LEWISTON at 7 a.m., 1.45 p.m. & 3.00 p.m., making direct connections for all points East, West and Southwest.

BE SURE AND ASK FOR TICKETS VIA

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Tickets for Sale at all New York Central and Canada Southern Railway
Offices, Barlow Cumberland, 35 Yonge Street, and at

8 Front Street East, Toronto.

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COLLINGWOOD, MEAFORD AND OWEN SOUND

—TO—

SAULT STE. MARIE,

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The Popular Express Route to Sault Ste. Marie & Intermediate Ports.

THE SPLENDIDLY EQUIPPED NEW UPPER CABIN SWIFT STEAMERS

NORTHERN QUEEN, NORTHERN BELLE, WAUBUNO,

Carrying Her Majesty Mails,

In connection with the Northern Railway and Hamilton & North-Western Railway, at Collingwood, and the Toronto, Grey & Bruce Railway, at Owen Sound, leave Collingwood, Meaford and Owen Sound, for Killarney, Manitowaning, Little Current, LaLoche, Mudge Bay, Gore Bay, Spanish River, Cockburn Island, Blind River Thessalon River, Bruce Mines, Hilton, Richards' Dock, Garden River and Sault Ste. Marie, every WEDNESDAY AND SATURDAY,

As follows, viz: Collingwood at 5 p.m., Meaford at 7 p.m., and Owen Sound at 10.30 p.m.

Fine Steamers, Good Accommodation, Low Fares, No Rough Weather.

N.B.—Steamers call at all above named Ports both up and down, with the exception of Spanish River, Blind River and Thessalon River, at which only the Saturday Steamer will call going up and down, at Cockburn Island, at which only the Wednesday Steamer will call up and down.

DAILY MAIL SERVICE

BETWEEN TORONTO AND PARRY SOUND,

Via Collingwood and Penetanguishene,

- Leaving Parry Sound for Collingwood every TUESDAY, THURSDAY and SATURDAY, at 5 a.m., returning leave Collingwood on arrival of Morning Trains from Toronto and Hamilton.
- Leaving Parry Sound for Penetanguishene, every MONDAY, WEDNESDAY and FRIDAY, at 5 a.m., returning leave Collingwood on arrival of Morning Train from Toronto.
- Close connections made between Steamers and Northern and Hamilton & North-Western Railways, Collingwood, & Toronto, Grey & Bruce Railway, Owen Sound. Rates Low.

For Freight and Passage, apply to **BARLOW CUMBERLAND, 35 Yonge Street, Toronto; Hamilton and Northwestern R.R., Hamilton; William Beatty, Parry Sound; and at the Office of the Georgian Bay Transportation Company, on the approach to the Steamboat Wharf, Collingwood.**

THOMAS LONG, Secretary.

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For Purity and general excellence of quality,

WE WARRANT OUR

Special Stock Ale and Extra Stout

To be Equal to the Best Imported,

and guarantee it **PERFECTLY PURE**, and with reasonable care to
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LAGER BEER.

Having erected one of the most modern Lager Beer Breweries, with all the latest appliances, and having secured the services of a gentleman whose experience as a Lager Beer Brewer extends over a period of thirty years in the leading establishments in Germany, Austria, and the United States, we are now prepared to supply the trade with Lager Beer,

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Our Ales, Stout, and Lager Beer supplied to the trade in wood and bottle at shortest notice and at current prices.


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combined with the most improved Refrigerator, for preserving the vitality in Lager Beer, so that it may be drawn fresh, cool, and in prime condition for almost any length of time.

We claim that this Air Pump is the **MOST PERFECT** and the cheapest invented, and furnish the same within a fraction of cost, but only to those using Lager beer from our establishment.

IMPORTANT NOTICE.

THE undersigned, having just opened connection with one of the largest fruit establishments in Buffalo, are now daily recipients of large quantities of fruit, and can supply the city or country trade at lowest market prices.

 Parties wishing to purchase fruit for preserving, would do well to call and price our goods before going elsewhere.

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SHIPMENTS MADE TO THE COUNTRY, C.O.D.
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EXCLUSIVELY.

Assortment consisting of Bark Work, Bead Work, Porcupine Quill Work, Scented Grass Work, Moose-hair Embroidery on Cloth and on Birch Bark, Ash Splint, Fancy Work Baskets, and Ladies' Hats, Feather Fans, Canoes, Bows and Arrows, Moccasins, Snow-shoes, Toboggans, Lacrosses and Indian Curiosities of all kinds.

We, the undersigned, specially invite strangers visiting Quebec to give us a call. They will find at our Establishment the finest and largest variety of

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TELLING THE TOURIST

WHERE TO GO AND HOW TO GO.

Giving a Complete and Interesting Description of the

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Stock on hand renewed every day and always fresh.

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ALWAYS ON HAND THE CHOICEST BRANDS OF

IMPORTED HAYANA CIGARS.

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Tobaccos and Cigarettes.

ALSO A LARGE AND WELL SELECTED STOCK OF

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Two Trips Daily.

THE FAST STEAMER "SOUTHERN BELLE"

Leaves Mowat's Wharf, Toronto, at 11.30 a.m. and 6.30 p.m.

Leaves Mackay's Wharf, Hamilton, 8.00 a.m. and 2.45 p.m.

Calling at OAKVILLE each trip and making connections at
TORONTO with G. T. R., for all points East, and
with H. & N. W. R. at Burlington Beach.

Tickets, 75c. each, return (good for season) \$1.25, to
be had on Steamer.

TRAVELLERS

will find this the most picturesque route on the Lake, and
BURLINGTON BEACH

"The Long Branch of Canada,"

A MOST PLEASANT RESORT

Russell House,

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TRAVELLERS AND TOURISTS,

WILL FIND AT THIS HOTEL,

EVERY ACCOMMODATION.

IT IS PLEASANTLY SITUATED IN THE

CENTRE OF THE VILLAGE,

AND CONVENIENT TO

RAILROAD STATIONS & STEAMBOAT WHARFS.

Free Buss to and from all Trains.

1879.



1879.

—THE—

St. Lawrence Steam Navigation Co.

A. JOSEPH, *President.* JULIEN CHABOT, *Manager.*

The St. Lawrence and Saguenay Royal Mail Line, composed of the First Class Passenger Steamers, "Saguenay," "St. Lawrence," "Union" and "Clyde," and connecting with the magnificent Steamers of the Richelieu and Ontario Navigation Co., running from Hamilton to Quebec, will, during the season of 1879, run as follows:—

From the 24th of June till the 10th of September, Tuesdays, and Fridays, the "Saguenay," Captain M. Lecours, will leave the St. Andrew's Wharf, at 7 a. m., for Ha! Ha! Bay and Chicoutimi, on the River Saguenay, calling at St. Paul's Bay, Eboulements, Murray Bay, Riviere-du-Loup, Tadousac, L'Anse, and St. Jean, going and returning. Wednesdays and Saturdays, the "St. Lawrence," Captain Alex. Barras, will leave the St. Andrew's Wharf at 7 a. m., for Ha! Ha! Bay, calling at Murray Bay, Riviere-Du-Loup, and Tadousac, going and returning.

From the 10th September untill close of Navigation, the "St. Lawrence" will continue to run, leaving Quebec on Tuesdays and Fridays, at 7 A.M.

KAMOURASKA LINE.

The Steamer "Clyde," Captain Bernier, will leave the St. Andrew's Wharf at 7 a. m., on Wednesdays and Saturdays, for Kamouraska, calling at Berthier, Crane Island, L'Islet, St. Jean, Port Joly and St. Dennis, going and returning.

For tickets and information, apply as follows: in the West at all general ticket offices—in Montreal, at Nos. 133 & 143 St. James St., 228 St. Paul St., and on the Richelieu Pier, A. Milloy, Agent. In Quebec, at the General Ticket Office, opposite to the St. Louis Hotel, and at the office of the Company, St. Andrew's Wharf, Dalhousie Street.

For further information apply to

H. F. BELLEW,

Freight and Passenger Agent.

A. GABOURY,

Secretary.

QUEBEC, June, 1879.

RICHELIEU & ONTARIO NAVIGATION CO

1879.



1879.

ROYAL MAIL LINE

—) BETWEEN (—

Quebec, Montreal, Kingston, Toronto, Hamilton,

AND INTERMEDIATE PORTS.

This Magnificent Line, composed of the following first-class Side-Wheel Steamers, viz. ;

—BETWEEN—

MONTREAL AND QUEBEC.

QUEBEC,	(Iron)	CAPTAIN LABELLE.
MONTREAL,	"	" NELSON.

One of which will leave Richelieu Pier every Evening (Sundays excepted) at 7 O'CLOCK, calling at Intermediate Ports, and arriving at Quebec early the following morning.

Connecting at Quebec with the Steamers for Murray Bay, Riviere-du-Loup, Cacouna, Tadousac, and the Far-famed River Saguenay, also with the Intercolonial Railway and Gulf Port Steamship Co. for all Places in the Maritime Provinces.

Between MONTREAL AND HAMILTON.

CORSICAN, (Composite), Capt. SINCLAIR.	PASSPORT, (Composite) Capt IRVINE.
SPARTAN, " " BAILEY.	ALGERIAN, new " " TROWELL.
CORINTHIAN, " " FARRELL.	MAGNET, " " CAMERON.

Will leave the CANAL BASIN daily, (Sundays excepted), at 9 o'clock, and LACHINE on the arrival of the Train leaving BONAVENTURE STATION at NOON, and COTEAU LANDING on the arrival of the Train leaving MONTREAL at 5 P.M. for Hamilton and Intermediate Ports, making direct connection at Prescott and Brockville with the Railways for OTTAWA CITY, KEMPTVILLE, PERTH, ARNPRIOR, &c. ; also at OGDENSBURGH with the Ogdensburgh and Lake Champlain Railway ; at PORT HOPE with the Midland Railway for the various Places on that Line ; at TORONTO with the Northern and Toronto, Grey & Bruce Railways, for COLLINGWOOD, OWEN SOUND, SAULT STE. MARIE, FORT WILLIAM, DULUTH and FORT GARRY, and with the STEAMERS for NIAGARA, LEWISTON, NIAGARA FALLS, BUFFALO, CLEVELAND, TOLEDO, CINCINNATI, &c., and at HAMILTON with the Great Western & Canada Southern Railways, for STRATFORD, LONDON, CHATHAM, SARNIA, DETROIT, CHICAGO, MILWAUKEE, GALENA, GREEN BAY, ST. PAUL, FORT GARRY, and WINNIPEG.

The Steamers of this Line are unequalled, and from the completeness of their arrangements present advantages to travellers which none other can afford. They pass through all the Rapids of the St. Lawrence and the beautiful Scenery of the Lake of the Thousand Islands, by daylight. The greatest despatch given to Freight at the lowest rates. Through Rates over the Great Western, Canada Southern and Northern Railways are given.

RETURN TICKETS AT REDUCED RATES.

Through Tickets to the above places, and also to OMAHA, SACRAMENTO and SAN FRANCISCO, are now issued at the lowest rates, and may be obtained with every information from R. A. DICKSON, Ticket Agent, No. 138 St. James Street ; D. MILLOY, Ticket Agent, No. 8 Front St. East, Toronto ; ROBERT McEWEN, at the Freight Office, Canal Basin ; and at the Ticket Office, Richelieu Pier, foot of Jacques Cartier Square, Montreal.

J. B. LAMERE, General Manager. ALEX. MILLOY, Traffic Manager.

General Office—228 St. Paul Street, Montreal.

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A Guide to the Northern Lakes.

1879.



1879.

LAKES OF MUSKOKA STEAMBOAT LINE.

Steamers make close connection with the Morning, Afternoon and Evening Trains of the **NORTHERN RAILWAY** at **GRAVENHURST**.

GOING NORTH : The **FIRST BOAT** leaves Gravenhurst at **1.30 p.m.**, arriving daily at Bracebridge at **3.30 p.m.**, Port Carling at **5.30 p.m.**, Windermere at **6.10 p.m.**, Rosseau, **7.15 p.m.**

MONDAYS, WEDNESDAYS & SATURDAYS, Steamer calls at Port Sandfield and Lake Joseph, arriving at Port Cockburn, at **8.15**.

The **SECOND BOAT** leaves Gravenhurst at **6.45 p.m.**, arriving at Bracebridge at **8.45 p.m.**

GOING SOUTH : The **FIRST BOAT** leaves Bracebridge at **5 a.m.**, arriving at Gravenhurst at **7 a.m.**

The **SECOND** (or Rosseau) **BOAT** leaves Rosseau at **7 a.m.**, Windermere at **7.50 a.m.**, Port Carling at **8.30 a.m.**, Bracebridge **11 a.m.**, arriving at Gravenhurst at **12.40 p.m.**

SEMI-WEEKLY LINE.

Leave Gravenhurst at **7.30 a.m.** on Tuesday's and Saturday's calling at Walker's Point at **8.00 a.m.**, Point Kaye at **9.10 a.m.**, Torrance **10.15** and Bala at **11.00 a.m.** Juddhaven (from Rosseau) at **7.25 a.m.** On Monday's and Friday's call at Port Sandfield at **6.45 a.m.**, Port Cockburn at **8.30 a.m.**

CONNECTIONS.

GRAVENHURST, with Northern Railway to and from all points.

BRACEBRIDGE, with daily stages for Falkenburgh, Utterson and Port Sydney, thence Steamer *Northern*.

BRACEBRIDGE, with stage on Tuesday's and Saturday's for Baysville, thence Steamer *Dean*.

WINDERMERE, with stage on Tuesday's, Thursday's and Saturday's for Dee Bank, Ufford, Beatrice, Raymond and Ullswater.

ROSSEAU, with daily stage to Parry Harbour, Parry Sound and intermediate places.

ROSSEAU, with stage on Tuesday, Thursday and Saturday for Maganetawan, Lake Nipissing and intermediate places.

The Steamers of this Line have been thoroughly overhauled and improved during the past winter.

A. P. COCKBURN,

Gravenhurst, 1879.

"Picturesque Canada,"

NORTHERN RAILWAY OF CANADA.

Moving North.					Moving South.					
Miles.	STATIONS.	Mail.	Stm ^b t Exp.	Exp.	Miles.	STATIONS.	Exp.	Mix'd.	Mail.	
Direct Connections at Toronto.	G.T.R. E't Ar. U. St	a.m.	a.m.		Dept.	aMeaford.....		a.m.	p.m.	
	G.T.R. W't " "	5 15	11 07		8.0	aThornbury.....		7 00	3 25
	G.W.R.							a.m.		
	Buffalo Leave			12m.		20.5	aCollingwood.....	5 20	8 20	4 20
	Susp'n Bridge " "	7 15	1 25					8 40	4 40	
	London " "	6 00				29.1	aStayner	5 45	9 12	5 05
	Hamilton " "	9 05	3 10			36.3	aNew Lowell	6 05	9 37	5 25
	Ar. Toro'to Q. W. J'n			4 22		41.4	aAngus	6 22	10 00	5 42
	" " (Union)	10 15				51.8	aAllandale Arr	6 50	10 40	6 10
								(Muskoka Junction)		
Depart.	Toronto { City Hall.....	7 00	11 45	4 10	53.1	aBarrie	7 05	10 57	6 25	
	{ Union Station..	7 07	11 52	4 17	51.8	aAllandale Dep	7 10	11 05	6 30	
	{ Brock Street... 7 15	12 00	4 25		62.9	aLefroy	7 40	11 47	7 00	
	{ G. W. Junction		4 27 c							
				p.m.						
	3.0 aParkdale	7 20	12 05	4 30	73.3	aBradford	8 08	12 20	7 28	
	22.9 aKing	8 23		5 35	80.5	aNewmarket	8 29	12 45	7 49	
	30.2 aAurora	8 43	1 05	5 55	84.8	aAurora	8 43	1 05	3 02	
	34.5 aNewmarket	8 56	1 15	6 07	{92.1	aKing	9 00	1 30	8 20	
	41.7 aBradford	9 20	1 35	6 30	112.0	aParkdale.....	9 55	2 42	9 15	
	52.1 aLefroy	9 50	1 50	7 00		Toronto { G. W. Junction	10 00c			
	63.2 aAllandale Arr	10 25	2 20	7 35	115.0	{ Brock Street... 10 05	2 55	9 25		
	(Muskoka Junct'n.)					{ Union Station.. 10 12	3 02c	9 32		
	aBarrie	10 30	2 25	7 40		{ City Hall..... 10 20	3 10	9 40		
	aAllandale Dep	10 45	2 40	8 00						
aAngus	11 15	3 07	8 30		Direct Connections at Toronto.	Great Western R'y..	10 05	3 20	11 20	
aNew Lowell	11 32		8 47			Hamilton... Arr	11 15	5 00	1 35	
aStayner	11 51	3 35	9 06			London.....	1 55	8 45	5 30	
						Susp'n Bridge "	12 55	6 50	3 30	
						Buffalo.....	3 20	9 00	5 35	
94.5 aCollingwood....	12 10	3 55	9 25			Grand Trunk R'y..				
107.0 aThornbury	12 25	4 20				Going East (Union)	11 12	4 37		
						" West.....	12 15	3 45	11 45	
115.0 aMeaford Arr	1 20	5 45								

Muskoka Branch.

63.2	aALLANDALE... Dep	a.m.	p.m.	p.m.		aMUSKOKA W.F. Dpt	a.m.	a.m.	p.m.
64.5	aBarrie	10 45	2 45	8 00				7 00	3 00
78.5	aHawkstone.....	10 50	2 50	8 05	1.0	aGravenhurst		7 15	3 20
		11 30	3 45	8 40	15.0	aWashago		3 10	4 00
87.0	aOrillia	11 55	{ 4 25	9 05	28.0	aOrillia	5 45	9 00	{ 4 45
			{ 4 45						{ 4 55
100.0	aWashago	12 35	5 30		36.5	aHawkstone	6 10	9 35	5 20
115.0	aGravenhurst.....	1 15	6 30		51.5	aBarrie	6 45	10 35	6 00
116.0	aMuskoka Whf ...	1 30	6 45		82.8	aAllandale	6 50	10 40	6 05

North Simcoe Branch.

Dept.	aBarrie	Arr	a.m.		Dept.	aPenetang		p.m.	
63.2	aAllandale		10 30		9.5	aWyevale		2 45	
87.2	aElmvale		10 48		15.0	aElmvale		3 30	
92.7	aWyevale		12 35		39.0	aAllandale		4 00	
102.2	aPenetang		1 00		40.3	aBarrie		6 15	
			1 30					6 25	

aTelegraph Stations. bFlag Stations; Trains stop only on signal.
 cDirect connection with Grand Trunk and Great Western Railway at Toronto marked c.

THE NORTHERN RAILWAY OF CANADA

Runs three fast Express Trains daily, between **Toronto, Collingwood, and Muskoka Lakes**, and is the shortest, quickest, and most picturesque Route through Canada, to and from all points East and West.

The Railway is equipped First-Class in every particular,

**STEEL TRACK, PALACE PARLOR CARS,
COMFORTABLE COACHES,
FAST TRAINS,**

And is the only Line running to the beautiful **Muskoka Lakes**, and runs in direct connection at **Collingwood and Toronto**, with

FIVE LINES OF MAGNIFICENT STEAMERS.

On arrival of **Special Steamboat Express Train**, with **DRAWING ROOM CARS Attached**, leaving **Toronto** at 11.45 a.m.

THE COLLINGWOOD LAKE SUPERIOR LINE STEAMERS.—Leave **Collingwood** every **Monday** and **Thursday**, for **Sault Ste. Marie, Lake Superior, Fort William, Duluth, Manitoba**.

THE GEORGIAN BAY TRANSPORTATION COMPANY'S STEAMERS.—Leave **Collingwood** every **Wednesday** and **Saturday**, for **Sault Ste. Marie** and all **Georgian Bay Ports**

THE CHICAGO AND COLLINGWOOD LINE STEAMERS.—Leave **Collingwood** every **Wednesday** and **Saturday** on arrival of **Express Train**, leaving **Toronto** 4.10 p.m., for **Cheboygan, Mich., Milwaukee, and Chicago**; leave **Chicago** every **Tuesday** and **Friday** 7 p.m.; leave **Milwaukee** every **Wednesday** and **Saturday** 7 a.m., for **Collingwood**, and all points East.

TORONTO AND OGDENSBURG LINE STEAMERS.—Leave **Toronto** every **Tuesday, Thursday, and Saturday**, for **Ogdensburg, White Mountains**, and all points in **New England**. Leave **Ogdensburg** every **Tuesday** and **Thursday**, making direct connection through to **Chicago, Milwaukee**, and all points in the **Western States**, and every **Saturday** for **Toronto, Muskoka Lakes**, and all points in **Ontario**.

THE RICHELIEU AND ONTARIO NAVIGATION COMPANY'S STEAMERS.—Arrive and leave **Toronto** daily, to and from **Montreal and Quebec**, and all points in **Lower Provinces**.

Close connection is also made at **Toronto** daily, with **Great Western and Grand Trunk Railways**, to and from all points East and West, and with steamers **Chicora, City of Toronto, and Picton**, daily to and from **Niagara, Niagara Falls, Buffalo, St. Catharines**, and all points on **Canada Southern, New York Central, and Welland Railways**.

Purchase **Tickets via NORTHERN RAILWAY OF CANADA**, which are on sale at all principal Ticket Offices in United States and Canada.

Apply at Central Agency, 35 Yonge Street, **TORONTO**.

ROBERT KERR,

General Passenger Agent.

FRED. CUMBERLAND,

Managing Director,

Mix'd.	Mail.
a. m.	p. m.
7 00	3 25
7 35	3 45
8 20	4 20
8 40	4 40
9 12	5 05
9 37	5 25
10 00	5 42
10 40	6 10
10 57	6 25
11 05	6 30
11 47	7 00
p. m.	
12 20	7 28
12 45	7 49
1 05	8 02
1 30	8 20
2 42	9 15
.....
2 55	9 25
3 02c	9 32
3 10	9 40
3 20	11 20
5 00	1 35
8 45	5 30
6 50	3 30
9 00	5 35
.....
4 37
3 45	11 45
a. m.	p. m.
7 00	3 00
7 15	3 20
3 10	4 00
9 00	4 45
	4 55
9 35	5 20
10 35	6 00
10 40	6 05
p. m.
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6 25

Signal marked c.

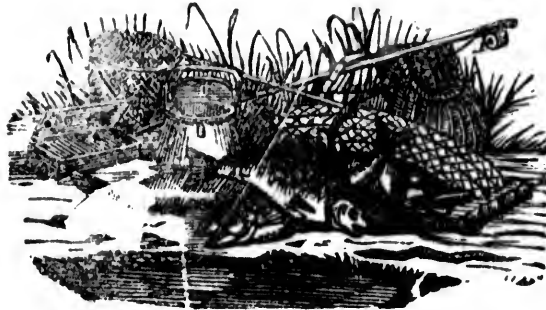
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