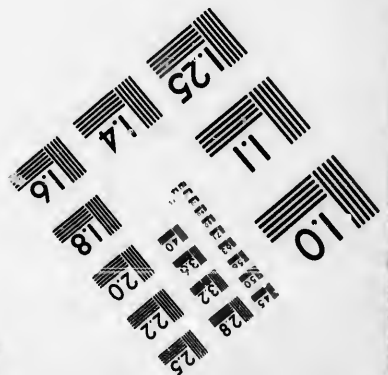
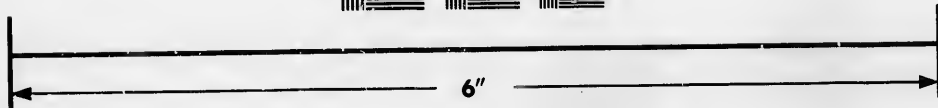
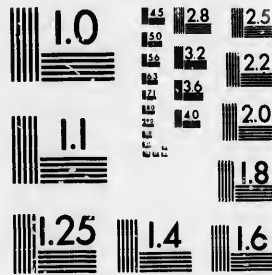


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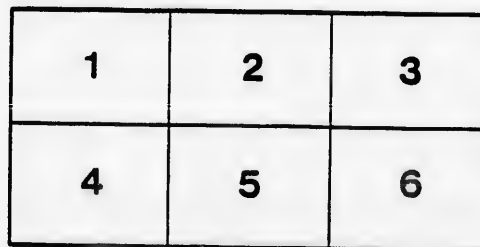
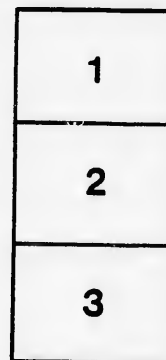
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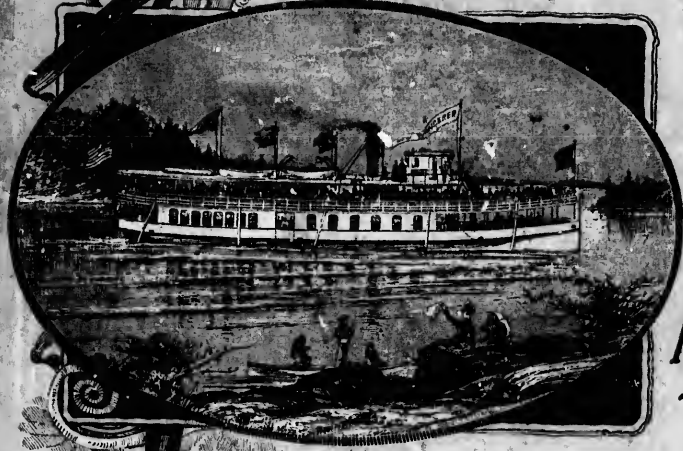
MEANDERING ^{AMONG} 1000 ISLANDS

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ILLUSTRATED DESCRIPTIVE
HAND BOOK
OF THE
PICTURESQUE

DAILY
TRIP



MADE
BY THE

FAST EXCURSION STEAMER

NEW ISLAND WANDERER

AMONG THE
1000 ISLANDS

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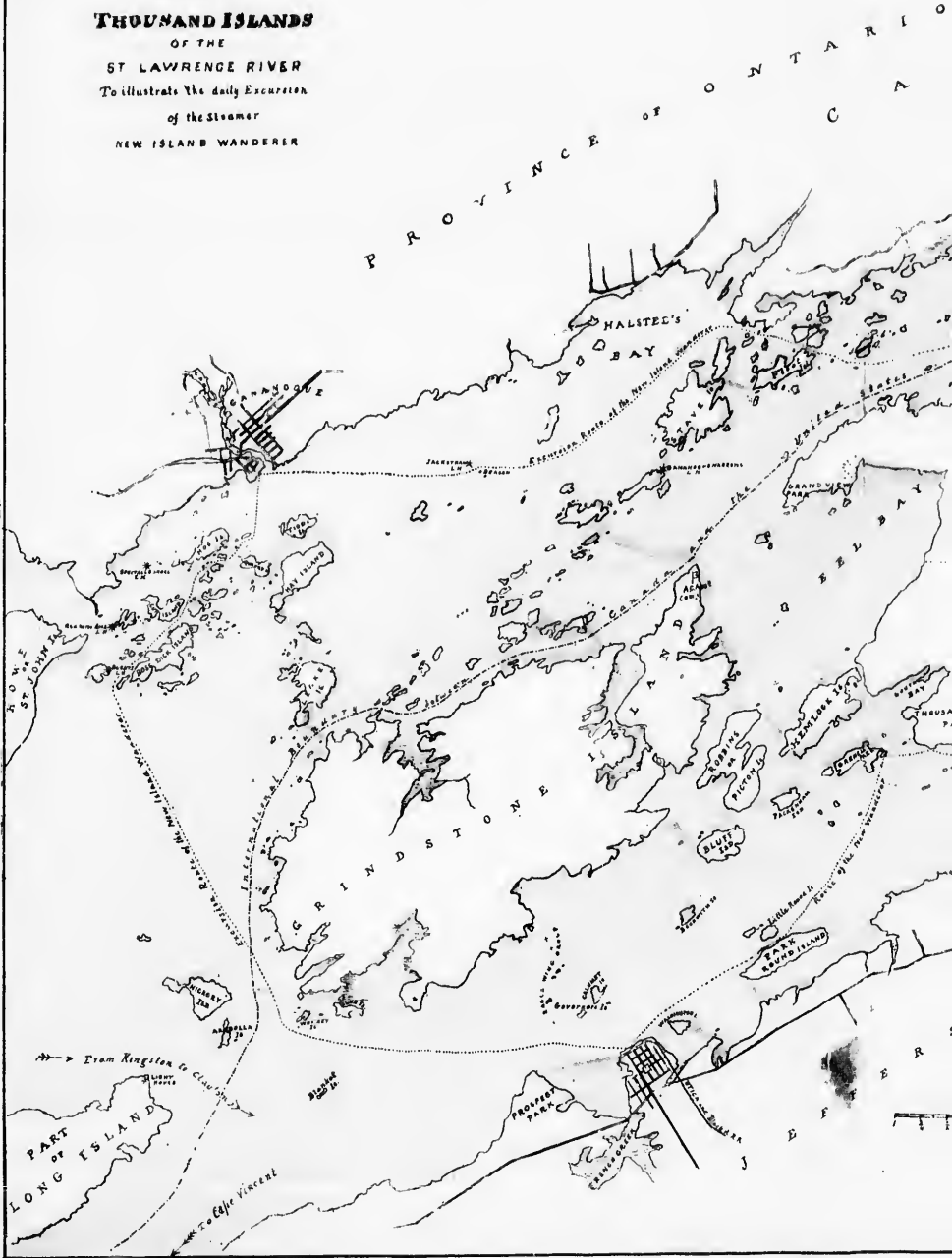
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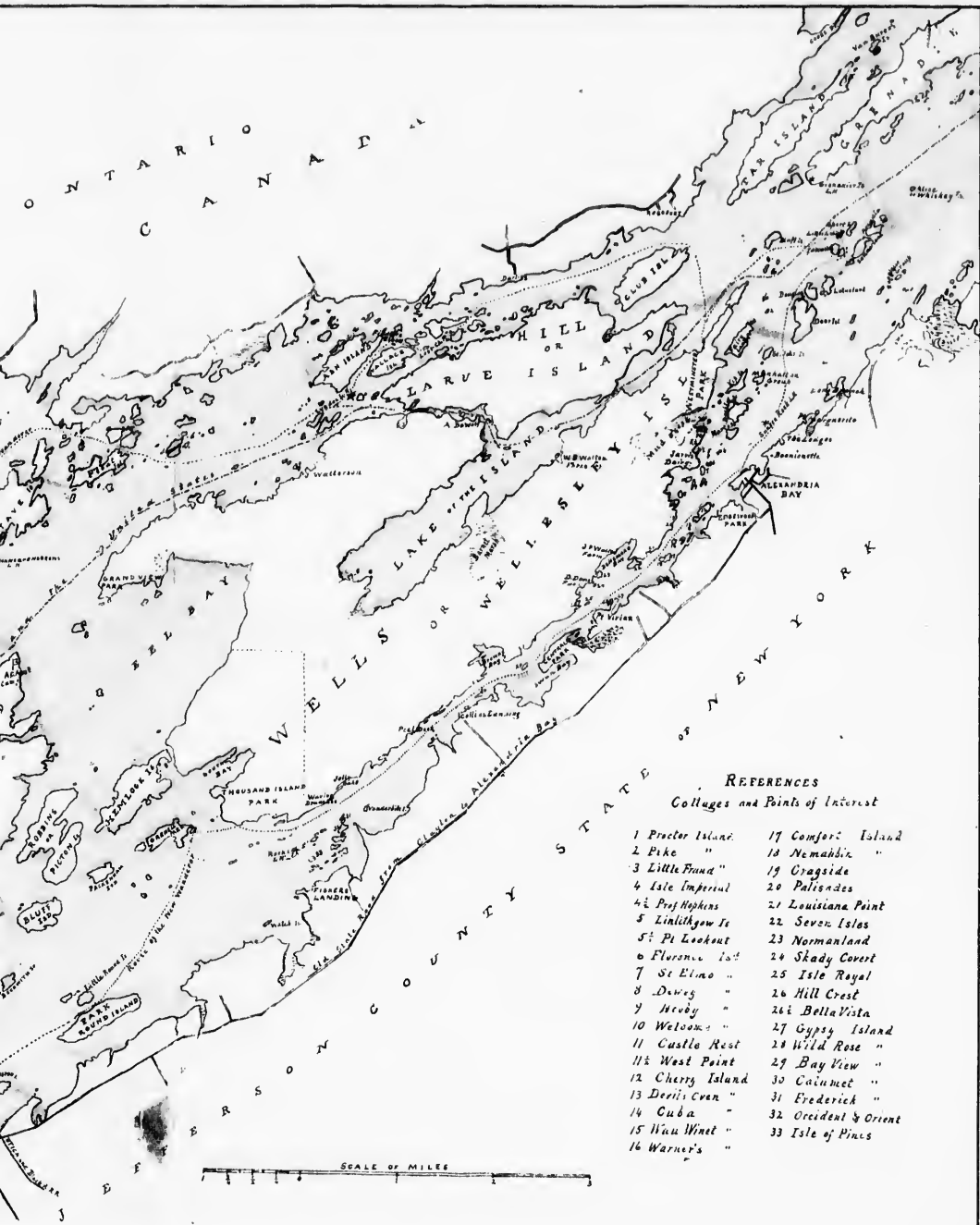
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MAP
of part of the
THOUSAND ISLANDS
OF THE
ST LAWRENCE RIVER
To illustrate the daily Excursion
of the Steamer
NEW ISLAND WANDERER

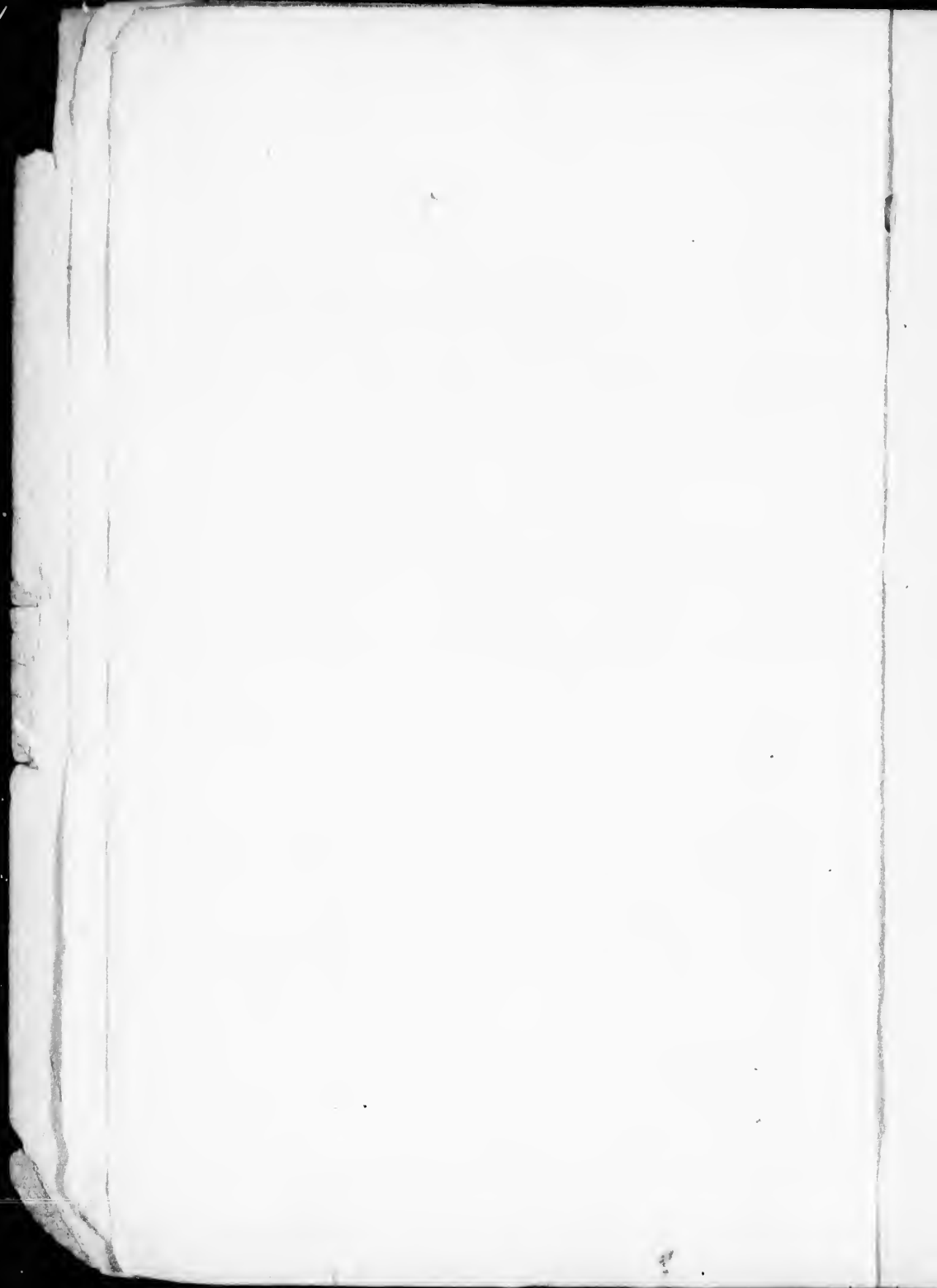




REFERENCES

Cottages and Points of Interest

- | | |
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| 1 Proctor Island | 17 Comfort Island |
| 2 Pike " | 18 Nemahbin " |
| 3 Little Frana " | 19 Cragside " |
| 4 Isle Imperial | 20 Palisades " |
| 4½ Prof Hopkins | 21 Louisiana Point |
| 5 Linlithgow Is | 22 Seven Isles |
| 5½ Pt Lookout | 23 Normanland |
| 6 Florence Is | 24 Shady Cove |
| 7 St Elmo " | 25 Isle Royal |
| 8 Dunes " | 26 Hill Crest |
| 9 McCoy " | 26½ Bella Vista |
| 10 Welton " | 27 Gypsy Island |
| 11 Castle Rest | 28 Wild Rose " |
| 11½ West Point | 29 Bay View " |
| 12 Cherry Island | 30 Calumet " |
| 13 Derri's Cove " | 31 Frederick " |
| 14 Cuba " | 32 Orient & Orient |
| 15 Mau Wint " | 33 Isle of Pines |
| 16 Warner's " | |



Meanderings Among
a Thousand Islands.

AN ILLUSTRATED AND DESCRIPTIVE

HAND BOOK

OF THE

Picturesque + Daily + Excursion

ON THE

ST. LAWRENCE.

BY THE "WANDERER."

SIXTH EDITION - ENLARGED.

1890.

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MEANDERINGS AMONG A

Thousand * Islands

BY THE "WANDERER."



HE St. Lawrence is a very monarch of rivers. The rainfalls of half a continent, gathered into the largest reservoirs of fresh water upon the earth's surface, constitute its sources of supply. The course of its stream for more than seven hundred miles, from Lake Ontario to the Gulf, where its vast volume mingles with the ocean,

lies between shores, and over soils and rocks whose character changes with almost every geological formation known. Scattered along its whole length are numerous islands, whose varied aspects and formations, as well as the constantly changing appearance of its banks, present every variety of natural scenery to the voyager upon the waters.

That portion of the river which extends from Lake Ontario down the course of its stream for about fifty miles, and which is irregularly filled up with islands, of which the entire number is probably near two thousand,* varying in size from a few feet in diameter to many miles in extent, was originally termed by the old French and Canadian voyagers, "The Lake of a Thousand Islands."

It has a breadth from Kingston, in Canada, to Cape Vincent, on the American shore, the direct line being across Long or Wolfe Island, which is about where the waters, in common parlance, begin to be designated as "the River," of about ten miles, from which it gradually, though irregularly, diminishes to less than one mile, where a ferry now connects the termini of

*NOTE.—The number of islands is often asked. They are commonly said to be about eighteen hundred. Mr. Hough, the historian of several of the counties of Northern New York, in a very interesting and exhaustive work on the Thousand Islands published in 1880, while I notice he does not himself vouch for their accuracy, quotes two English writers who visited the islands about 1822 and 1826, as saying that the number as ascertained by the commissioners for running the boundary between Canada and the United States was 1692, counting every projecting rock having but a single tree. Another, about the same time, writes, that "the number according to the latest surveys was 1,700." The fact is that not only the limit of what are known as the Thousand Islands is very imperfectly defined, and perhaps differently by different individuals, but the actual number is constantly varying from the varying height of water in different years.

railroads at the Canadian town of Brockville, and the village of Morristown on the New York side. It is this portion, perhaps more particularly the central and lower part of it, where the Islands are more closely disposed, which has come to be designated as the "Thousand Islands of the St. Lawrence," and which has long been known and celebrated by poets and novelists for its singular and natural beauty. The wild forest, intermingled with partial cultivation upon its islands and shores; the many narrow and tortuous channels, land-locked bays, with secluded and sheltered nooks among its several clusters, alternated with extensive stretches of open water, many of which themselves might well be called lakes, all clear and pure as the most transparent crystal, present scenes of enchantment, whose beauties are ever changing and never wearying to the eye of the beholder.



OLD "ISLAND WANDERER."

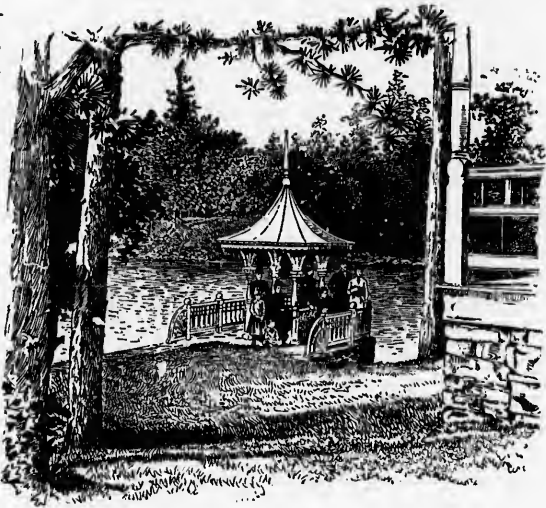
It is a region, which, while multitudes have desired to visit, and in fact of which many have caught partial glimpses in the hasty passage of the old St. Lawrence steamers down the usually navigated channels, yet comparatively few have been able entirely to explore. The time and expense required to traverse all its multiplied channels, and the meagre facilities within reach for doing so, have, until very recently, effectually concealed many of its most delightful views from the observation of the multitudes who desire to see them. For some years past, and largely by the efforts of Captain E. W. Visger, a life-long resident of the vicinity, who has constantly endeavored to extend the excursions of his steam yachts,

village of Morristown more particularly the more closely disposed, and Islands of the St. celebrated by poets and forest, intermingled the many narrow and and sheltered nooks etches of open water, all clear and pure as ment, whose beauties e beholder.



to visit, and in nasty passage of and channels, yet The time and and the meagre ntly, effectually ervation of the and largely by he vicinity, who steam yachts,

many of the more interesting and less frequented localities have been brought to the delighted vision of thousands who otherwise had never come within their reach. The original "Island Wanderer," built in 1881, with the express purpose of affording facilities for visiting the scenery among the Islands, having become too small to accomodate the increasing number who wished to make the excursion she had afforded, has been transferred to a route between Ogdensburg and Alexandria Bay, and so gives a daily opportunity to see all the islands in that part



AN ISLAND VISTA.

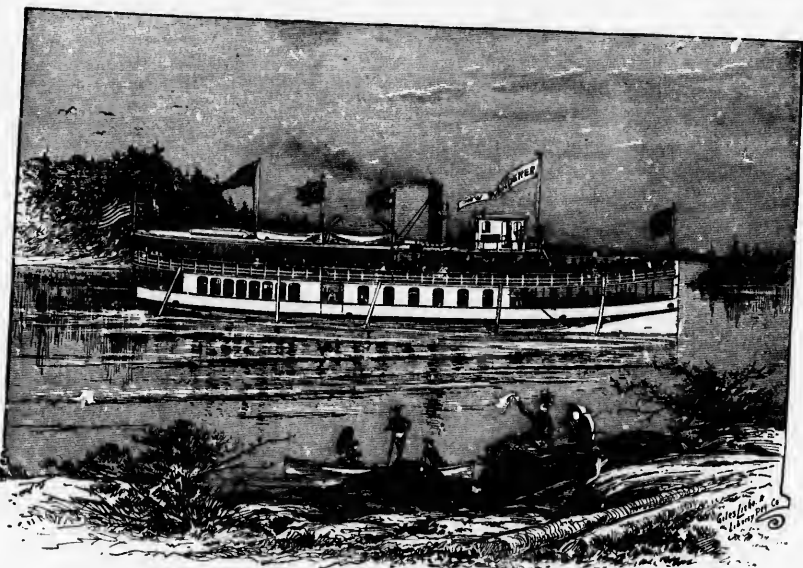
of the river, many of which, notably in the vicinity of the Canadian city of Brockville, are very beautiful. This arrangement also, by a connection with the new boat and her favorite excursion, which in turn connects at various points with other steamers running above, enables the tourist to get a view of all the islands from Lake Ontario to Ogdensburg, a distance of about sixty miles direct, and to touch railroads at four or five different points on both sides of the river.

The "New Island Wanderer"

was built under the auspices of a company organized at Alexandria Bay, to carry forward more perfectly the enterprise which Capt. Visger originated and superintended for so many years. She was also constructed with the special purpose of giving the best facilities for reaching, and best conveniences for enjoying the magnificent and varied views of islands and waters which are presented to her passengers in every part of the route she traverses. Her increased size and speed have made it possible to extend the excursion to a wider range, and it will probably prove even more popular than in the past years, during which so many thousands enjoyed it. While, of course, it is not pretended to pass through every channel and to give a view of every island, or even to embrace the whole extent of all these several magnificent

clusters, the trip does present in its entire compass of nearly fifty miles, and in a general view, the more prominent features of the most interesting portions, such as is not to be had so satisfactorily in any other way. Nor, in fact, is it to be obtained at all in any way, except by the employment, at a large expense, of private yachts.

These from their smaller sizes are able to enter the narrower channels, and so to visit the several localities in more particular detail, yet from their smaller elevation above the water fail to present the more extended panoramas, the views of which are obtained from the higher decks of the "Wanderer," and very often also they occupy several days in exploring the ground traversed by her in a single trip. If one has leisure and means at



"NEW ISLAND WANDERER."

command it would undoubtedly be pleasant and interesting, after obtaining the general view of which we have spoken, to visit with smaller boats and more particularly to explore the narrower channels and more secluded nooks, occasionally taking a bass or pickerel for picnic dinner from the well-known fishing grounds, of which we catch the most delightful though more transient glimpses from the deck of the "Wanderer."

We take it for granted that no one who visits these now celebrated Islands will wish to leave them without participating at least once (and many go repeatedly without failure of interest) in the enjoyment of this excursion, and as it will be regarded by many persons as desirable to preserve some memento of so delightful an experience, this little account of the trip, with some local and historical information in regard to prominent

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places and objects of interest which brings to view, has been prepared, which, in connection with the map of the route and the adjacent portions of the river, will both serve the immediate purpose of giving such information as is often desired, and afford of preserving their features in the memory of those who have enjoyed the excursion.

As the boat stops briefly at the principal summer resorts on her route among the Islands, the visitor may commence his journey at any convenient point. The time-tables and fares are so arranged as to give every one the entire round, and generally, if desired, to stop over a few hours at any of the landings between the trips, and resume his journey on the return of the boat, all in one day and for a single moderate fare. The trip proper, however, commences at the village of Alexandria Bay, which seems to be a sort of central headquarters for most of the various movements of summer life among the Islands; although it is perhaps true that hundreds who have reached only some of the upper parks, suppose (we think, however, erroneously) that they have seen the Thousand Islands, when, in fact, they have never yet set eyes on the loveliness which surrounds this most charming of all their summer resorts. For the sake, then, of following the entire route in regular order, we will make this our starting point, and begin our account with the departure of the boat from her dock in front of Cornwall Brothers' stone store. I do not propose to give any lengthened description of the village and its famous hotels. This is to be found in the hotel guide books, and as this little book is supposed to be

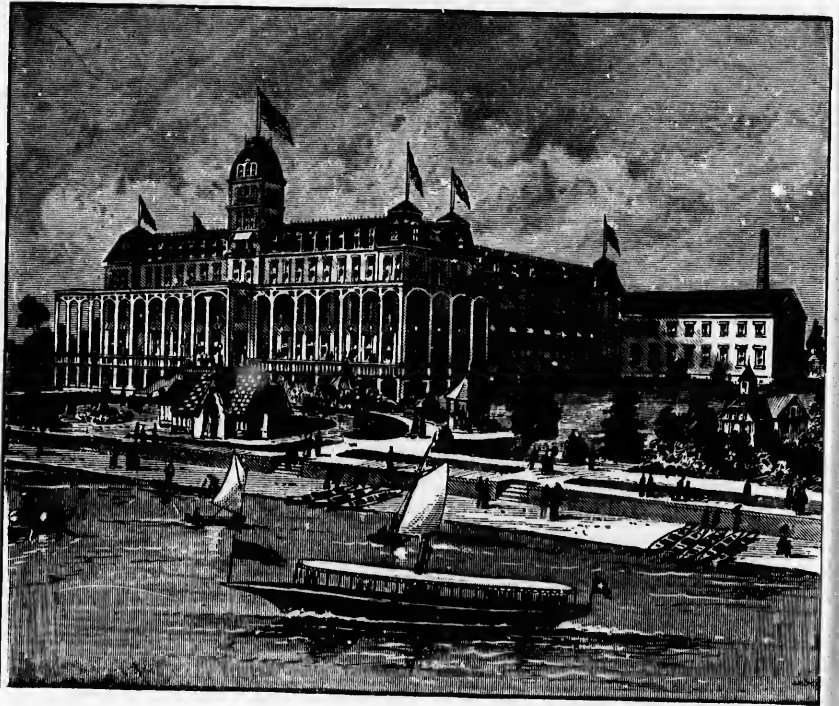


AMONG THE ISLANDS.

nobleman, who left the court of France toward the close of the last century and settled in this country. Whether or not it was in anticipation of the political troubles then brewing, and which a few years

in the hands of those who either have or had or will have an opportunity to see those for themselves, the labor of description may well be spared. Of the village itself, it may be of some interest to the curious in local antiquarian history to note that its site was selected so far back as 1804 by a surveyor for James Le Ray De Chaumont. This gentleman was the son of a distinguished French

later eventuated in the bloody scenes of the French revolution, we cannot certainly say, but it is a well-known historical fact that then and soon afterward there was a very considerable French immigration to this and other points contiguous to the St. Lawrence. De Chaumont became a proprietor of extensive tracts of land in Jefferson County, and it was under his auspices that this town and others were first permanently settled. He gave his name and the names of various members of his family to many towns and villages, among them that of his son Alexander to Alexandria. He was long known as a very popular and public spirited citizen, who

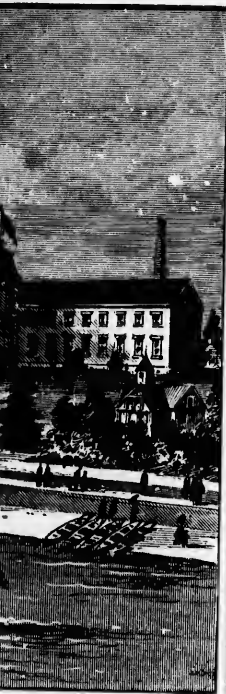


THOUSAND ISLAND HOUSE.

not only encouraged settlement and improvement upon his own lands, but identified himself with all the interests of the country of his temporary adoption, but finally returned to his estate in France about 1810.

Alexandria Bay was chosen as the most feasible locality along this part of the river for a port of entry for a considerable section of the adjacent country. being, in fact, the only good harbor easily accessible between Clayton and Morristown, a distance of about thirty-four miles. In the very early settlement it had a considerable trade in timber and staves, of which vast quantities were collected every season in the sheltered waters near

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the village. I have thought of this as the probable origin of the familiar cognomen by which the little settlement has been so long known. The place where the principal product of their industry was carried to be sold or bartered was really a "bay," probably the lower of two, which together



ON THE
ST. LAWRENCE.

embrace the peninsular point and neck upon which the village was first built, and which the venerable Chauncey Wescott, Esq.,* now the oldest inhabitant, informs me was the usual place where the timber for rafts was chiefly collected. So short and easy a title naturally transferred itself to the whole settlement, and so the village acquired the sobriquet which it seems destined now to retain. The collections of timber in various forms were annually floated by the merchants, who purchased them in large rafts, to the Montreal market. Later, and in fact up to about 1860, in the flourishing days of lake navigation, before the steamboats were superseded by the railroads on either side of Lake Ontario, it was a place for large shipments of produce from the interior.

Many thousands of bushels of grain and packages of dairy produce found their way to distant markets over its wharves. The cutting and gathering of wood for the supply of the steamboats which navigated the lake and river, was also a very important industry, the activity of which for a long period gave winter employment to a considerable part of the population, and enabled many of the neighboring farmers to pay for their land.

Alexandria Bay was incorporated as a village in 1878, with about six hundred inhabitants. It has now a permanent population probably of considerably over one thousand, most of whom are dependent upon the money left by summer residents and visitors for support.

But perhaps we are dwelling too long upon these local memories of the past, and you will be impatient for the enjoyment of the present in the commencement of our promised excursion. We will choose the afternoon trip as the one more generally patronized from this point, and on fine afternoons, as are most of these in summer on the St. Lawrence, it will be a real luxury to get away from the hotels and breathe freely the

*Died in 1896.

pure ozonic air that at this hour is usually fanning the surface of the water to a gentle ripple.

Going on board a few minutes before the hour of starting we may have a brief opportunity to gaze upon the panorama of life and beauty which spreads around us. It may be supposed that you have not failed to notice the magnificent hotels which are just at hand, the two larger, the "Thousand Island House" and the "Crossmon," both within a few rods on either side immediately fronting, and the well kept grounds extending to the river, and the "St. Lawrence," somewhat smaller, but still able to accommodate about 100 guests, just opposite us and a block further back. The "Marsden," a smaller house, connected with a restaurant and a store



BONNIE CASTLE.

for the sale of confectionery, vegetables, etc., is able to give lodging to about 50, who are generally transient guests, and one or two other still smaller, with several boarding-houses, help to entertain the crowds that, during the season, often test the ability of the village to entertain the guests to the very utmost.

While waiting for the boat to start let us take a preliminary view of what is going on about us. The dock itself presents a busy scene. Lusty porters sweating under the enormous loads of baggage going off in the afternoon boats for the railroads at Cape Vincent and Clayton, and parties of ladies and gentlemen hurrying to the same destination. Skiffs are gaily flitting in various directions over the river in front, some filled with parties of pleasure rowing about for their own amusement; some intent

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SCENE ON NOBBY ISLAND.

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 to join the "Wanderer"
 in her favorite excursion.

The more distant surroundings may well also take a moment of our attention. Look right over the stern of our boat across the bay below Crossmon's. On the rocky point beyond is

BONNIE CASTLE,

the beautiful and unique summer residence of the late Dr. J. G. Holland, whose name you will at once recognize as the accomplished and talented former editor of *Scribner's* (now the *Century*) *Magazine*, and one of the most celebrated of our American literary men. The doctor regarded this part of the St. Lawrence, if not the most delightful, yet "the sweetest spot on earth," and no doubt the high excellence of his literary work was largely due to the inspiration of the summer breezes, which for three or four months in the year it was his custom to enjoy.* In front of Bonnie Castle we have an extended and magnificent view down the channel of the river, which is studded with islands that seem to float like emeralds on a sea of glass. On a few of them are small cottages, but they are too distant to be readily distinguished.

The Sunken Rock Light-house, about half a mile distant, beyond which lies an island of some forty acres in its primitive forest condition, called "Deer Island," and the Canadian Light-house about four miles distant on the head of a large island known here as "Grenadier," you will not fail to see. A little to the left of these, across the channel of the river, about a mile distant, but still in good view, is what is known as

*NOTE.—Dr. Holland died suddenly at his residence in New York city in October, 1881. His last utterance is supposed to have been inspired with the thought of a projected visit to his place here to look after some improvements which he had planned, and to which he had often referred for some time before, for he loved the Islands almost like a child. The expression quoted in the text is literally that given in reply to a question of the writer on earth." He then went on to speak of the constant, all-winter longing he felt, almost counting the days to the approach of the time when he could escape the weariness, or, as he expressed it, the "incessant grind" of the city, to this delightful home. Dr. Holland was of course known to the world chiefly as one of the most popular of American authors. But here he was best known and appreciated simply as a man, a citizen, a Christian, and a public benefactor. At his first visit in the summer of 1877, which he spent as a guest at one of the hotels, he decided to make this his summer home, and purchased the point upon which Bonnie Castle now stands. He at once put his heart into all the needs of the place, and identified himself with its interests in every plan for public improvement, especially in intelligence and morality. The successful establishment of a young people's literary association, and the extensive enlargement and adornment of the church, at which he and his family constantly attended, were some of the results not only of his large-hearted liberality, but of his personal attention and effort. He was loved and mourned in Alexandria Bay, as few men have been anywhere upon so short an acquaintance. A handsome memorial tablet bearing his name has been placed by the voluntary contributions of the people of the village in the Reformed Church, whose inscription recites that he was "an earnest and cheerful Christian, our beloved fellow worshiper, friend, and generous helper of all good things."

MANHATTAN ISLAND,

on which are the tasteful summer residences of ex-Judge James C. Spencer, formerly president of the Board of Water Commissioners of New York city, and J. L. Hasbrouck. It is the largest and central island of quite a little group which is known as "Manhattan group," some of which are connected by rustic bridges, and together are a little paradise. This is the first island on which any one attempted a summer home.

Seth Green, since widely known as the fish commissioner of the State of New York, built a plain cottage there (about 1855) where his family summered, and he went a fishing for several seasons, away back before the war, and it is a very probable supposition that he acquired a part, at least, of the skill in fish-ology which afterward became so celebrated and useful. When the war broke out Mr. Green entered the army, and never afterward occupied the cottage, and it became very much dilapidated, and so remained till about 1871, when it was purchased by Judge Spencer and Mr. Edward Schell, who named it Manhattan and at once made extensive repairs. Two or three years afterward Mr. Schell sold his interest to Mr. Hasbrouck, and about 1877-8 Judge Spencer built the very beautiful house which fronts the channel. Glancing still around to the left we get a glimpse of a small house on elevated ground, which is on

DESHLER'S,

a beautiful island of about fifteen acres, the property of W. G. Deshler, Esq., a banker of Columbus, O., one of the early discoverers of the beauty of the Thousand Islands, who for many years has generally made Alexandria Bay his summer quarters. The little cottage is for the accommodation of the man who takes care of the island, Mr. Deshler preferring to remain with his family at Crossmon's. Still further to the left, and above Deshler's, is

HART'S ISLAND,

on the highest point of which the tower and roof of a large and handsome cottage show themselves among the oaks which crown the summit. It was

erected by the Hon. E. K. Hart, of Albion, N. Y., about 1873, but has been frequently occupied by parties from Ogdensburg. Hart's Island is reputed as the place where the Irish poet, Moore, wrote the celebrated Canadian Boat Song, early in the present century. The tradition has this foundation, that the published works of Moore mentioned it as hav-



HOUSE ON NOBBY ISLAND IN 1871.

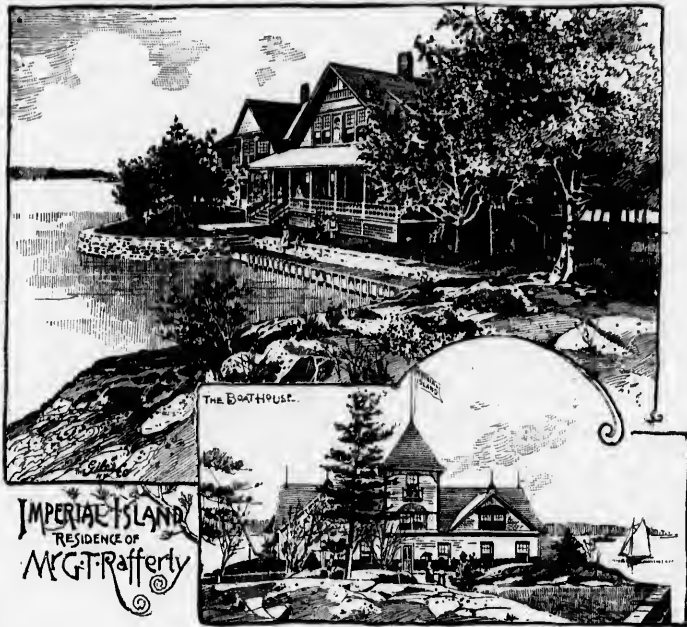
ing been written on the St. Lawrence, as also one other of his poems, and

since this establishes the fact that he visited the Islands somewhere, the song is just as likely to have been composed here as anywhere else, which is probably about all there is of it.

Away past the head of Hart's Island and quite across a larger intervening stretch of water on the other side of it, we get a view of several cottages in the forest on

WESTMINSTER PARK,

which occupies five hundred acres of the lower point of Wells Island. Bethune Chapel, whose spire formerly crowned the high wooded knoll beyond, was unfortunately prostrated in a winter gale a few years since, and has not been rebuilt. But divine worship is still observed on the park in the usage of the Presbyterian church during the visiting season. As



opportunity will be given to call at the park on our return homeward, a nearer and more satisfactory view of the improvements at this very attractive summer resort, which are more on the other side, may be had by any one desiring to visit them. The next in order of the circuit of the panorama before us, is a fine summer house erected in 1881 for Mrs. LeConte, of Philadelphia, now owned by G. T. Rafferty, of Pittsburgh, Pa. It is on

ISLE IMPERIAL,

which was formerly not much more than a little cluster of rocks with a few trees on one of them, but having been enlarged by filling between and around

ED,

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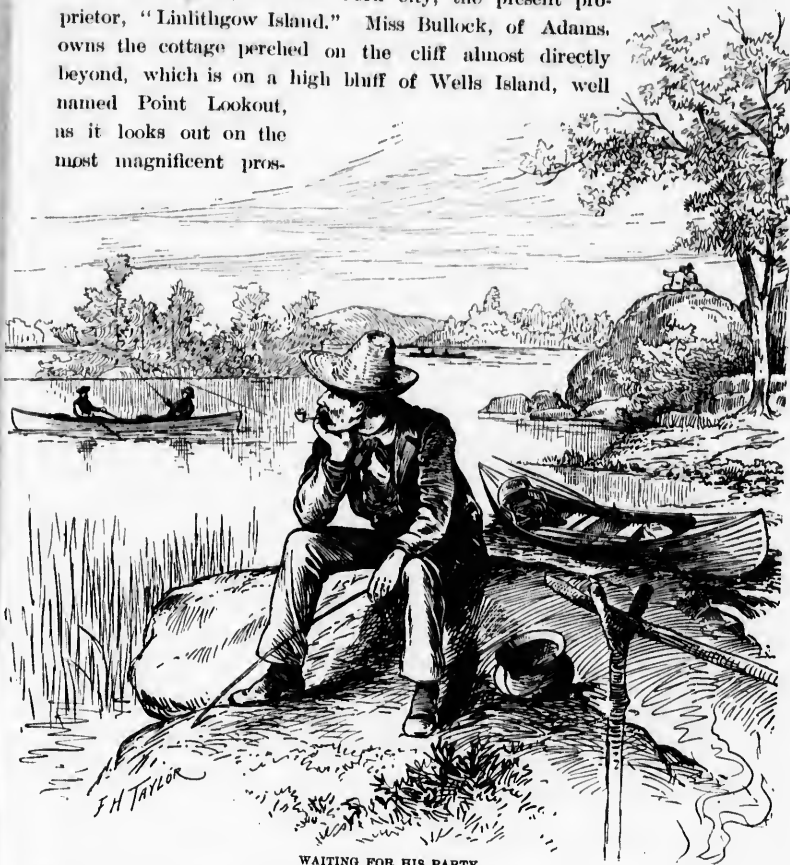
AND IN 1871.

r of his poems, and



LINLITHGOW ISLAND.

them, is so finely located in front of the hotels and but a few hundred yards distant, as to have become one of the most attractive of residences. Next in order is a pretty cottage on another small island formerly called "Maud," not much more than the size of a city lot, but named by Hon. Robert Livingston, of New York city, the present proprietor, "Linthgow Island." Miss Bullock, of Adams, owns the cottage perched on the cliff almost directly beyond, which is on a high bluff of Wells Island, well named Point Lookout, as it looks out on the most magnificent pros-



WAITING FOR HIS PARTY.

pect in every direction. Professor Hopkins, of Hamilton College, owns and occupies a small cottage on a jutting point of the same island immediately above, which he calls "Felseneck." Still a little farther west are to be seen, between the smaller islands, some of the buildings of a large dairy farm of five hundred acres, at which our cottage summer residents find it convenient to be supplied with milk during their stay. Nearly between the dairy buildings and our position,

FLORENCE ISLAND,

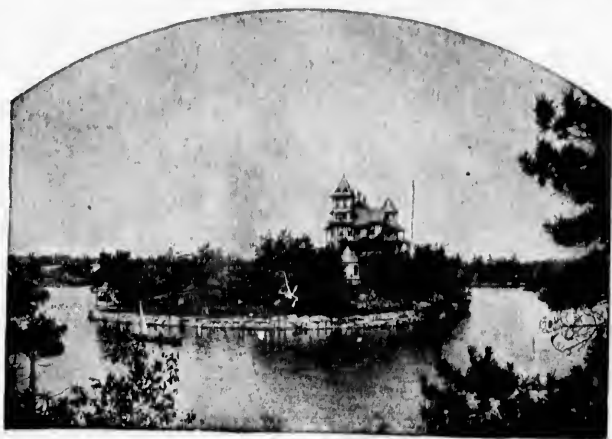
a very pretty wooded island of about an acre, was originally purchased by a large party of gentlemen from Pittsburgh and Western Pennsylvania, who, on a

visit to the island in 1871, becoming enthusiastic over the attractions of the neighborhood, selected it as a site for a club-house, and named it "Titusville." They, however, soon became scattered, having done nothing further. After considerable trouble in seeking out the owners and securing a title, it fell into the hands of H. S. Chandler, Esq., understood to be connected with the *New York Independent*, and a small tasty cottage was erected about 1877, which has been occupied more or less almost every season since by himself or friends.

ST. ELMO ISLAND,

(FORMERLY RYE ISLAND)

Immediately above, was cleared of its timber some years since, and some cultivation attempted upon it, but the effort to make it productive has long since been abandoned, and having partially grown up with young trees, it became a favorite camping ground for parties of young people who desired to remain in the vicinity of the village and hotels. Messrs. Walton, who were



ST. ELMO ISLAND.

the original proprietors, seemed disinclined to dispose of it, but finally sold it in 1885 to Mr. Nathaniel W. Hunt, of Brooklyn, who in 1885-6, erected the imposing cottage which crowns its summit, and which, with the other improvements, mark it as one of the most conspicuous of the many palatial residences in the vicinity.

DEWEY ISLE,

(FORMERLY FRIENDLY ISLAND)

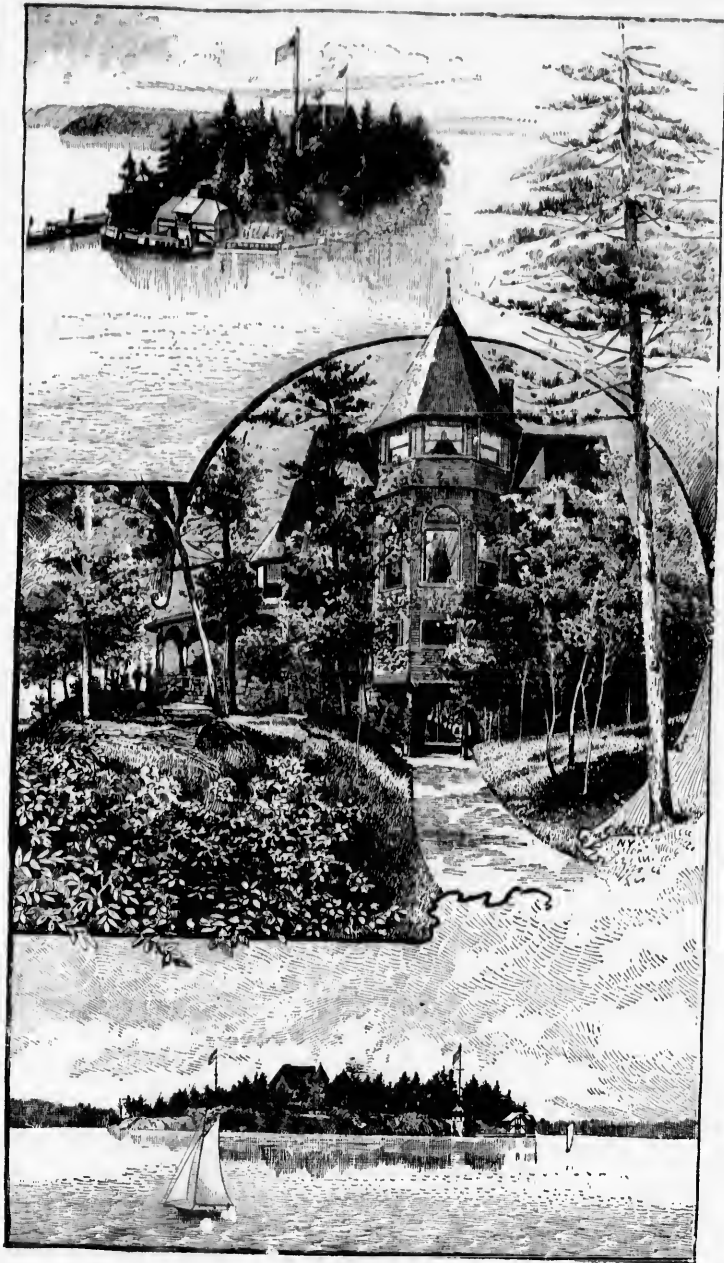
lying immediately above, was purchased by some gentlemen of New York city about 1873, who set the example, which has been since so much followed, of fastening the name upon the island by painting it conspicuously on the steep abatts of rock fronting the channel. They had the underbrush thinned out

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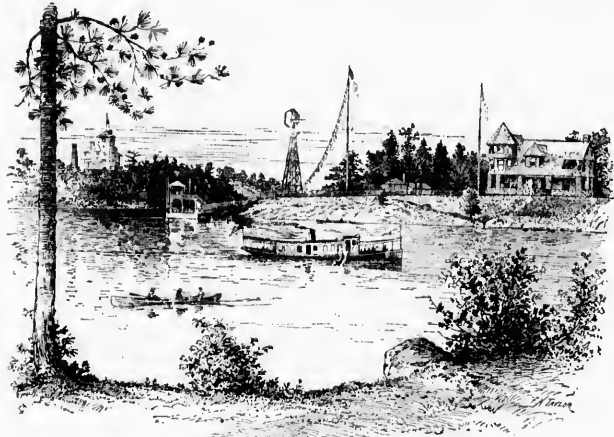
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DEWEY ISLE.

and the trees trimmed, as was then given out, preparatory to further improvement, which, however, was not accomplished for many years. Finally, however, the island came into the possession of Mr. E. W. Dewey, of New York, who in 1886 engaged the building of what proved probably the most elaborate and expensive house then completed on the river, with all the modern conveniences found anywhere in the best residences in the country. This was finished, as we see it among the trees, early the following summer. Remembering, as we do, the original ruggedness of the surroundings, we can hardly realize by what magic hand it has been transformed to one of the most elegant and attractive summer homes, hardly, if at all, surpassed in beauty and luxury anywhere.

In the interval between St. Elmo and Dewey Islands, peeps out of the foliage where it is snugly nestled among embowering trees, an unpretending cottage that you would hardly observe except by close inspection. It is on Welcome Island, a visit to which would charm any one who loves to



PULLMAN'S AND NOBBY ISLANDS, 1890.

look out of some quiet nook upon the hurry of the busy world, and be himself undisturbed by it. It is the property and former summer residence of Hon. S. G. Pope, of Ogdensburg, whose taste and resources as a builder are amply shown in the finest structures, both of simple cottages and more elaborate residences, which grace the islands of the vicinity. Above Welcome and Dewey Islands, and in full view, is

PULLMAN ISLAND,

which, although it was, until 1888, by no means pretentious in its architectural erections, yet from its associations has been probably an object of quite as general interest as any in the vicinity. It is the property of George M. Pullman, Esq., the head of the great Pullman Palace Car Company, whose entertainment of Gen. Grant with a large party of friends in the summer of

1872 has so impressed itself among the notable events of the Islands as not soon to be forgotten.

The Visit of the President of the United States,

a notable event at any time, was especially so as it occurred the summer preceding the presidential election which gave Gen. Grant his second term of office, and was, of course, a matter of interest throughout the country. The political caldron was boiling with all the activity incident to the near election, and multitudes of patriotic citizens, to say nothing of aspiring politicians all over the country, suddenly discovered how exceedingly pleasant, convenient and conducive to health it might be to visit the St. Lawrence and go-a-fishing; for what? may be easily conjectured. But this visit, whether or not it had anything to do with the next presidency, evidently had a great deal to do in directing public attention to the Islands as a delightful and accessible summer resort, and it probably lost none of its natural effect upon the public mind from the circumstance that a large party of members of the newspaper press, on an excursion from Watertown, where they were in

attendance on an editorial convention, had been very handsomely entertained at an outdoor collation on the same island early the same season.

There had for some years been a plentiful lack of accommodation for any very large number who might desire to spend some time at the Islands. This year the lack, greater than ever, was demonstrated in a very practical way. As the immediate result, plans for new and larger hotels, long before talked of, found active promoters with the necessary amount of capital. The next season these two immense caravansaries were



CASTLE REST.

ready for the reception of guests, and since that time Alexandria Bay has been famous. Changes and improvements have since been continually

tory to further improve many years. Finally, W. Dewey, of New York, probably the most elaborate with all the modern comforts of the country. This was during summer. Remembrances, we can hardly find one of the most elegant and in beauty and luxury

lands, peeps out of the trees, an unpretending close inspection. It is any one who loves to



world, and be himself residence of Hon. as a builder are amply and more elaborate above Welcome and

is in its architectural object of quite as property of George M. Company, whose in the summer of

going on, all looking particularly to the accomodation of the increasing thousands who have here annually sought health and recreation.

Pullman's Island itself, whose principal erections at the time of Gen. Grant's visit were a rough whitewashed cottage near the shore, which had been built about 1865, and a large barn-like structure on the high ground, built and fitted up for the occasion as a lodging-house, with a gallery and bed places something like the berths of a sleeping car ranged around it, now glories in the most unique and remarkable structure anywhere to be seen among the Islands. The building consists of a large and lofty tower constructed of the rough stone quarried upon the



WELCOME ISLAND FROM NOBBY ISLAND.

island or in the immediate vicinity, with a considerable house behind and around it. The whole is fitted with all the modern appliances for convenience, comfort and luxury. A powerful steam pump furnishes the amplest water supply for all purposes. An electric plant supplies light, sufficient not only to illuminate every part of the entire island itself, but by a grand display from the top of the tower to lighten the whole vicinity. The place is called by Mr. Pullman "CASTLE REST."

While it was in course of construction, the following remarkable paragraph was printed in the *New York Tribune*, which we here present as a most amusing display of gullibility on the part of the omnipresent and enterprising newspaper reporter :

TO PRESERVE MEMENTOS OF GRANT.

WATERTOWN, N. Y., May 18, 1888.—In the construction of his summer home on his island in the St. Lawrence River, near Alexandria Bay, George M. Pullman, of Chicago, has provided for the preservation of the room, in the rough structure of the early days, in which Gen. Grant slept while he was Mr. Pullman's guest. The cottage is to be built around the room, but the dead soldier's old quarters will remain unchanged in every particular, including the furniture. The new cottage is to cost \$100,000.

We understand that the above absurd statement was actually made to a zealous "interviewer" who came seeking to gather information about the building, and made with such gravity and seriousness that he never once suspected that he was being made the victim of a most egregious hoax. There was, however, this foundation, which is perhaps about as good as that of many interesting "items" which find their way to the newspapers. In

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NOBBY ISLAND.

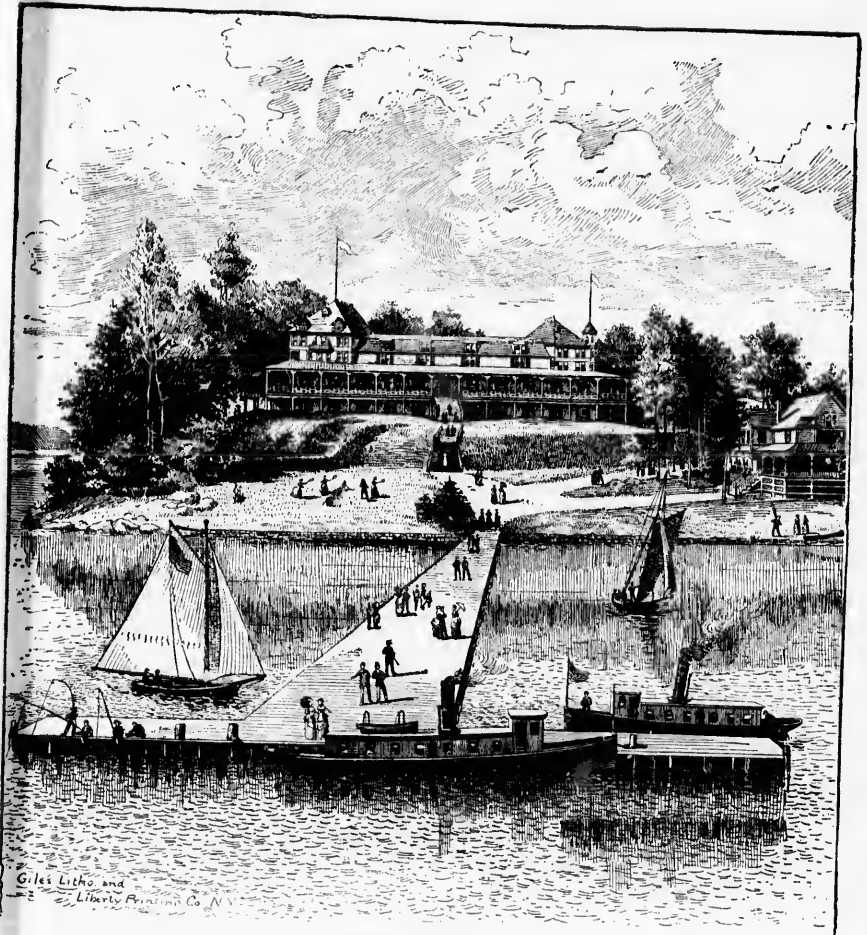
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Giles Litho and
Liberty Printing Co. N.Y.

EDGEWOOD PARK.

taking down the old building. Mr. Pope, who had the charge of the work, thinking that perhaps Mr. Pullman might have some sentiment on the subject, did lay aside and preserve the old boards and lumber of which Gen. Grant's room was constructed, so that they might be put up as before if Mr. Pullman should desire to do so. We have not learned that anything of the kind has been actually done, though doubtless many persons would be interested to visit such an erection.

But by this time the boat will be starting—we shall soon see more evidences of improvements made at points which are not here visible. The first to claim our attention after passing the point of land upon which the village is located, are recent improvements upon a portion of the mainland next above, and separated by a small bay formed at the mouth of

Otter Creek, which here discharges the surplus rainfall of a considerable section of the country back from the river.

The improvements in sight consist of a large club-house or hotel, a long dock projecting from the shore near it and two or three cottages, which are the beginning of a projected and somewhat remarkable enterprise which bids fair to grow into considerable proportions in the near future.

EDGEWOOD PARK

is a beautiful tract of thirty acres, artistically laid out with three miles of finely graded driveway, commanding some of the finest views upon the river. "Edgewood" is adjacent to and just above Alexandria Bay, is reached by a two minutes' row and also connected by a very pleasant four minutes' drive from the village. It is a private family resort, and the club numbers among its members some of the most prominent and best families in the country, drawn from different cities and towns, it being understood that while wealth is not a pre-requisite to membership, that social worth and family standing are. We quote from a recent prospectus: "The object of the club is to provide for its members and their families a desirable summer resort which shall combine all the comforts and conveniences of home, which shall be in its nature a private resort, and which, above all, shall be exempt from social pests and public annoyances; one of the cardinal conditions of membership being that the applicant shall be a lady or gentleman in the fullest and best sense of that term." The main features are the groves, foot-paths and drives, a commodious club-house with all modern conveniences, which is to be supplemented by family cottages for rooming. Large stables are also provided, and driving will be introduced as an added feature to this attractive resort.

During the season of 1889 some additional cottages were erected, and this park is becoming one of the most noted and attractive places of the river.

Turning to the right on the opposite side of the river channel, a very beautiful cottage, or rather two of them, on a little cliff, emerge from their hiding behind Friendly Island. They are on

NOBBY ISLAND,

formerly the joint property of Henry R. Heath, of Brooklyn, N. Y., and C. S. Goodwin, of N. Y., who built a small cottage here in 1871, and who, with their many friends, for several seasons made the island merry with their annual gatherings. Mr. Heath having since (in 1884) become sole owner, not only erected an additional cottage, with dock, boat-house, etc., but almost every season has made other improvements which have added greatly to the natural beauty of the island, which has for many years been widely known and celebrated. During the last year he has replaced the original structure of 1871 with a much larger and more elaborate erection of stone and wood,

fall of a considerable

club-house or hotel, a two or three cottages, what remarkable entertainments in the near future.

out with three miles the finest views upon the Alexandria Bay, is reached in pleasant four minutes' time, and the club number and best families in the neighborhood, it being understood that social worth and respectability: "The object of the club-house is to afford families a desirable and convenient place of resort, and which, above all, shall be a lady or gentleman's club-house with all the family cottages for which will be introduced

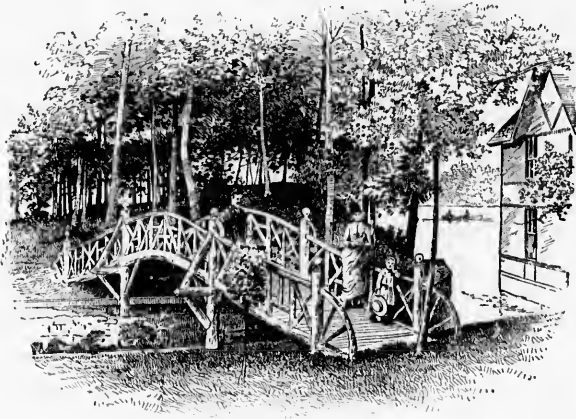
houses were erected, and attractive places of the

river channel, a very fine, emerge from their

Brooklyn, N. Y., and in 1871, and who, with his family and merry with their children, became sole owner, house, etc., but almost nothing was added greatly to the original structure of stone and wood,

which, although somewhat rustic in the style of its construction, is yet of the best class, embracing several novel and interesting features, and is finished and furnished in the best manner with all the modern improvements throughout.

It may be interesting here to recall the fact that the old cottage built in 1871 was the first among the Islands that was put up after the plans of an architect, or in which any attempt was made to give an ornamental character to the construction. Every previous erection had been but a rough shanty only designed as a sort of temporary camping place. This new departure at once became the wonder and the talk of the neighborhood, and at the time



RUSTIC BRIDGE—NOBBY ISLAND.

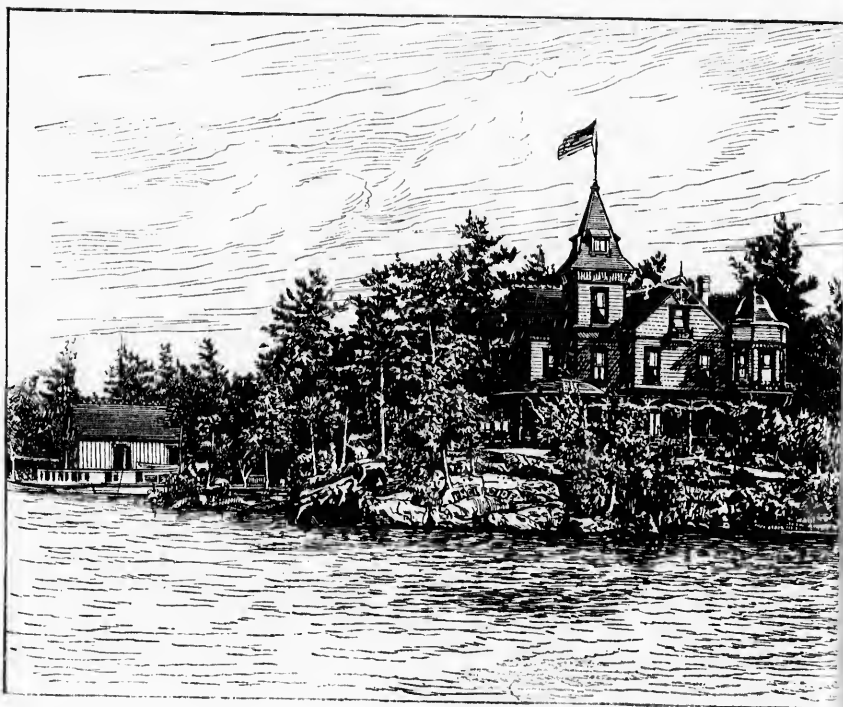
produced as much of a sensation and attracted as many curious visitors as have any of the more elaborate structures of later years. It marked the commencement of a new era in the history and occupation of the Islands, in which Mr. Heath may very fairly be regarded as the pioneer, and especially so, as it is to his influence and example that Alexandria Bay is indebted for a number of the best of her summer residents who are his neighbors both here and in Brooklyn. It is by his kind courtesy that we are able to give the beautiful views, not only of the old cottage and the new, but of several of the minor erections on various parts of the island, which adorn our pages, and which, taken as a whole, present a striking illustration of the changes which have occurred during the last twenty years in the entire neighborhood.

CHERRY ISLAND,

on the left, had a small rough cottage erected upon it in the summer of 1859, which had been variously and irregularly occupied, mainly as a shelter for families and camping parties who wished to take an outing and "rough it" on the river for a few weeks. This sort of occupation brought many persons to make a short stay at the Islands who did not wish to go to the hotels, and,

as the event proved, had much to do in opening the way for the erection and summer occupation of other cottages which soon afterward became a marked feature of the locality. In fact the introduction of the Pullman family was through the old shanty cottage on this island. Rev. Henry Pullman, then the pastor of a church in Fulton, N. Y., spent a part of the summer here about 1863 or '64, and became so enamored with the locality that he at once selected the island since known by that name, and the next season, with his brothers, built the cottage which stood there till 1888, and which in 1872 was used to entertain Gen. Grant, as before related.

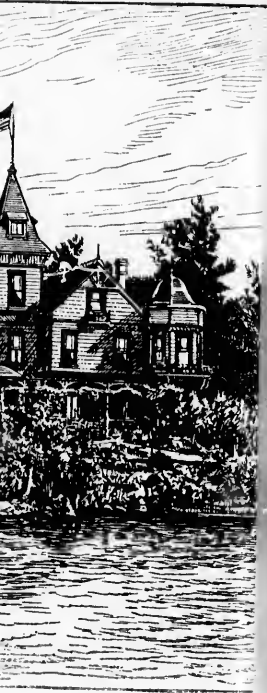
During the winter of 1880-81 the lower and larger portion of Cherry Island was sold to parties from Chicago, socially connected with the Pullmans,



INGLESIDE.

and who had been on Pullman Island during a part of the previous summer. In fact, the wife of A. B. Pullman, Esq., with her friend, Mrs. G. B. Marsh, were joint purchasers. Early the following summer they erected the large house on the projecting point immediately fronting the channel, which was named "Melrose Lodge." Later (1886) Mrs. Marsh disposed of her interest in Melrose Lodge to Mrs. Pullman, and the land was divided. Mrs. Marsh erected on the site of the old shanty a new and similar cottage, but smaller than Mrs. Pullman's, and gave it the name of "Ingleside."

way for the erection and forward became a marked the Pullman family was v. Henry Pullman, then part of the summer here locality that he at once se- the next season, with his 8, and which in 1872 was larger portion of Cherry cted with the Pullmans,



the previous summer, end. Mrs. G. B. Marsh, they erected the large ne channel, which was disposed of her interest divided. Mrs. Marsh ar cottage, but smaller side."

The smaller cottage at the head of the island was built (1881) by Rev. George Rockwell, the former owner of the whole island, now of Tarrytown, N. Y., but best known in this region as for more than twenty years the pastor of the Reformed Church, the first organized in Alexandria Bay. He calls the place "Sunnyside."

Between this and Melrose Lodge, Mr. James T. Easton, of the Board of Park Commissioners, Brooklyn, has erected (1886) a very neat cottage known as "Stuyvesant Lodge."

Nearly opposite the head of Cherry Island we pass quite near Pullman Island, which, having been in plain view of the dock at Alexandria Bay, has been already referred to. Immediately above,



FIRST HOUSE ON CHERRY ISLAND.

and separated from Pullman's only by a very narrow channel, is the extremity of a bold promontory, marked on the perpendicular rock "West Point." It is a point or plot of some three or four acres on Wells Island, which has lately been purchased by Mr. W. C. Browning, of New York city, with a view of erecting during the present season (1890) a first-class cottage, with dock, boat-house and all necessary conveniences for summer life on the river.

Turning again to the other side, a little farther from the channel, and above Cherry Island, you mark the singular rock known as Oven Island, or, as some call it,

DEVIL'S OVEN,

which rises out of the deep water in the general form of an old-fashioned outdoor Dutch oven, and to complete the resemblance, has a large opening at the water level under one side, which is said to have been one of the hiding places of the celebrated Bill Johnson, who figured largely hereabout in the border troubles of 1837-38, the scene of whose most famous exploit we will pass by and by.

There is a current belief that the wreck of a schooner of some size with all the spars and sails set has lain submerged on the channel side of Oven Island for more than fifty years. It was known that about that time a large steamer passing in the vicinity of Warner's Island one dark night ran down a vessel which sank out of sight almost in a moment. Search was made by parties interested to a considerable extent, but they could not even reach the bottom at the supposed place of the collision nor did they ever find a trace of the vessel. The fact gave rise to a tradition that the river here could not be fathomed. Probably the swift and whirling currents carried out their sounding lines, and made it difficult to ascertain how deep the water really was.

It happened only a few years since that a young man was drowned just in front of the Oven by the upsetting of a sail-boat, and persons dragging for the

body at the bottom of the river, which is here more than a hundred feet deep, discovered some large obstruction, the character of which could not certainly be ascertained, but which many of them firmly believed to be the ancient



DEVIL'S OVEN.

wreck. As the locality is only an easy row from Alexandria Bay and the hotels, and is really interesting in itself, it is much visited in small boats, and it is no wonder that it has set the brains of the rhymesters at work. We preserve a specimen, in which may be found a spice of wit if not poetry :

THE DEVIL'S OVEN.

BY I. M. C.

His Majesty, the legends say,
Before they baked bread at the Bay,
Set up an oven where he could roast,
Bake bread for all, and brown his toast.

It failed, if legends do not lie,
Because the charges were too high,
But knowing ones will smile and say,
Just try the prices at the Bay.

Then came the clash of patriot steel,
The burning of the "Robert Peel,"
Hard-pressed, Bill Johnson fled that way,
And, finding fires out, hid away.

By boatmen all, the tale is told,
How daughter brave fed outlaw bold ;
Manning her skiff at dead of night,
Till storm had passed and he took flight.

Though years have passed it stands the same
As when it held its robbers game,
And curious folk, a little brave,
May row skiff length into the cave.

To strangers, passing by that way,
'Tis pointed out, day after day,
On every craft that stems the str
The "Devil's Oven" is the the"

Within half a mile above the Oven we pass on the left five cottages on as many different islands. The first, quite near the shore, we can only name as

CUBA,

formerly owned by W. F. Storey, built about 1876, but which has since been but irregularly occupied, usually, we believe, by parties renting it for the season. It is now owned by Cornwall Bros., of Alexandria Bay.

We charge those gentlemen nothing for the suggestion that it is probably for sale, and that its location would make it an exceedingly desirable summer home if it were somewhat improved. It is on the right side of the channel to be always, and in all weathers, easily accessible from the village and mainland, a consideration of no small importance when trying to get home with a small boat in a heavy north-east gale.

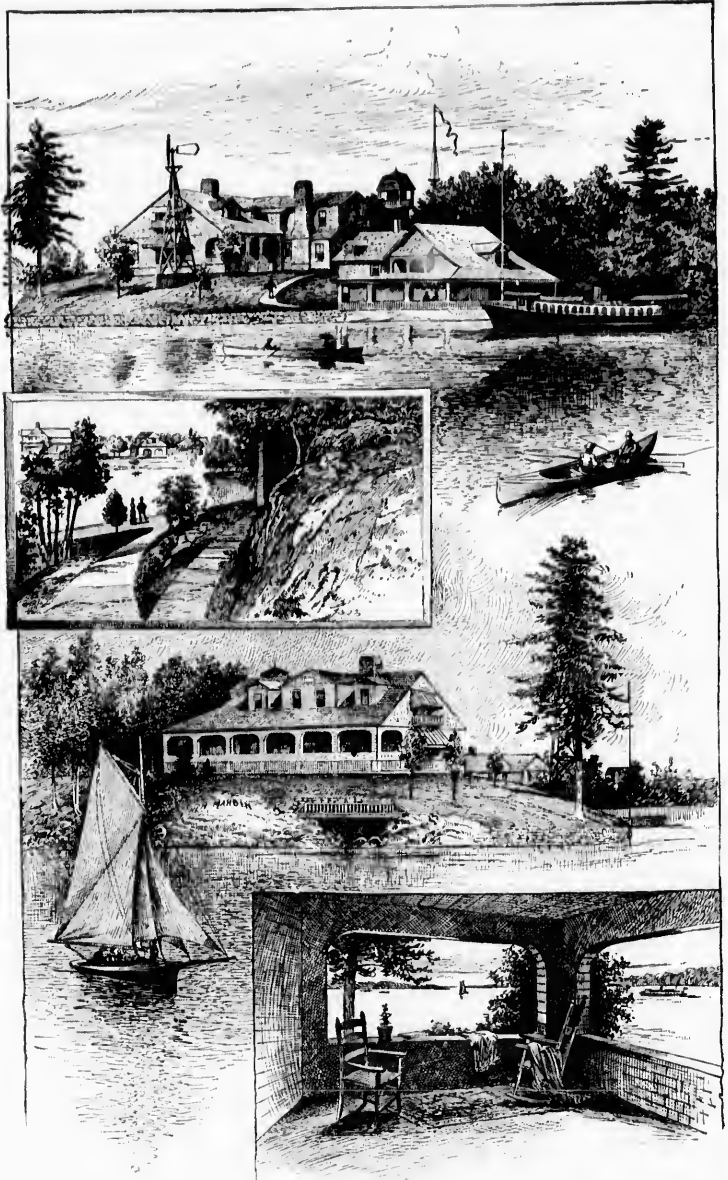
WAU WINET

is the second, said to be so-called from the name of an Indian village on Narragansett Island. The cottage was built in 1880, and the island, though small, is nearer the channel, and has not only been handsomely improved, but occupied every summer by the owner, Mr. C. E. Hill, of Chicago, who, with a very trim and lively little steam yacht of the same name



SUNNYSIDE.

constantly running to and fro, plenty of banners by day and varicolored lights by night, makes things look lively and enjoyable throughout the visiting season.



NEMAHBIN

WARNER'S ISLAND,

the third, was formerly known as Surveyor's Island, and was the camping ground of the American Commissioners who run the international boundary about 1820. It is situated nearly in the center of the channel, so that we pass quite near, and get a good view of the improvements. It is owned and occupied as a summer residence by H. H. Warner, Esq., well-known in Rochester, N. Y., and in fact all over the country, as an extensive manufacturer and advertiser of "Safe" medicines. In 1888 Mr. Warner replaced the first structure of wood, built about 1873, with a large and elegant cottage



WARNER'S ISLAND.

in the Swiss style of architecture, and added some novel features, among them a water-wheel moved by the current at the head of the island, which works a pump to raise water for the house.

Above Warner's a large and conspicuous residence has been built on what was formerly Pratt's, but now called Comfort Island. It is owned by Mr. A. E. Clark, of Chicago, and was occupied for the first time in 1883. The view from the tower is said to be extensive and beautiful.

On Centennial, formerly a part of the same island, but now artificially separated, Mr. H. Sisson, formerly a merchant of Alexandria Bay, built a little cottage in 1876. But in 1886 it was sold to Mr. J. H. Oliphant, who removed the small building, and put in its place a larger cottage in the style of a Long Island Dutch mansion of two centuries ago, with corresponding improvements. He also changed the name to "Nemahbin," the purport of which we are unable to comprehend.

Still above, and on a point of the main-land to the left, a large and handsome cottage will attract attention. It was built for Mr. F. J. Bostwick, of Newport, R. I., and named Bella Vista. It was first occupied by him in 1883. Mr. Bostwick having died, the place was sold in 1887 to Mr. William Clisholm, of Cleveland, O.



All along our right, from Pullman Island up, we have been passing near the shore of Wells Island, which, though rock-bound, and in some places somewhat precipitous to some fifty or sixty feet in height, is covered generally with quite a considerable native forest growth. On the side of the bluff and nearly opposite to Wau Winet, Mr. H. A. Laughlin, of Pittsburgh, Pa., has built an exceedingly pleasant cottage, with a dock and other improvements, which he very appropriately names "Cragside."

Immediately above "Cragside" a boat-house and other improvements on the shore direct our attention to a cottage above the precipitous rock, almost



ROSE COTTAGE

hidden among the trees, which we find designated by a sign painted on the rock as Palisades. It is owned by A. C. Beckwith, of Utica, N. Y.

The whole frontage is understood to have been sold a few years since by Mr. Sisson to parties who contemplated improvements, but whose work has been carried no further than making the beginning of some small erections for boat-houses or temporary shelter, and a little cleaning up of underbrush, and encouraging the proper growths. The range is terminated by a miniature "Anthony's Nose" of bare rock marked "Louisiana Point," purchased several years since by the Hon. Judge Labatte, of New Orleans, while on a visit here, with the purpose of a summer home, which was built in 1881.

A little above, and apparently adjoining Wells Island, was originally a low island of a few acres, intersected with marsh, but having been improved by

digging out the marsh, has been separated into a cluster of small islets and called

SEVEN ISLES.

These are all covered with a young growth which bids fair to become the loveliest of groves, shading all the narrow channels. A small cottage, half hid among them, is owned, as in fact is the whole cluster, by Hon. B. Winslow, of Watertown, formerly a member of the State Senate from this district.

In Densmore Bay, above, and some distance to the right, McIntyre, the photographer man, who takes pictures of all the islands and parties who desire them, had for some time a little home cottage and picture factory, which he properly enough denominated "Photo."

We learn that this island, together with a few acres of "Wells," which it nearly joins, has been recently purchased by Mr. H. R. Heath, the genial and enterprising owner of "Nobby,"

who has done, perhaps, more than any other summer resident to encourage and stimulate improvement, and with his characteristic taste and energy he has already commenced operations in preparing and beautifying it for summer occupation by some of his many friends. It is to be known as "Normanland."

A short distance above, on a small island connected to the shore of "Wells" by a bridge, is the summer cottage of J. C. Covert, editor of the *Cleveland Leader*. It is known as "Shady Covert."

There are also farm-houses and farms now on both sides, those on the right hand being on Wells Island, the left, the main shore; but it is hardly necessary to do more than call your attention to the patience and economy necessary to dig a living among those rocks. Evidently these shores are not calculated to compete in corn and wheat cultivation with the prairies of the West. Nevertheless these farmers do contrive to live very comfortably, principally off the products of the dairy, as what land there is, not entirely unferile, is best adapted for grazing. A small cottage on a point of the main-land, called Alleghany point, is owned by Mr. J. S. Laney, of Cleveland, O.

Another just above is the property and summer residence of J. M. Curtis, of Cleveland, O., which he calls "Gypsey Island," although perhaps it might



A PASSING GLIMPSE.



a sign painted on the
Utica, N. Y.

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be disputed whether or not it is a real island, as at low water a very narrow isthmus connects it with the main. Above and partly outside is an undoubted island, owned by Hon. W. G. Rose, of Cleveland, O., where he has built one of the most tasteful of summer cottages, and given the name of

WILD ROSE.

The island is connected to Gypsey by a very graceful arched bridge which is an ornament to the river as well as a convenience to both. Both these gentlemen are understood to be actively engaged in the promotion of the enterprise at Edgewood Park.

POINT VIVIAN.

About a mile above Warner's Island on the main is a little cluster of fifteen or twenty cottages which will attract attention. They have been built mostly by residents of the interior of Jefferson County for the convenience of spending a few weeks of the warm season on the river. They purchased this wooded point of some ten acres, and have built each to please himself, and so form a little neighborhood where each has an independent home, but yet in the society of friends

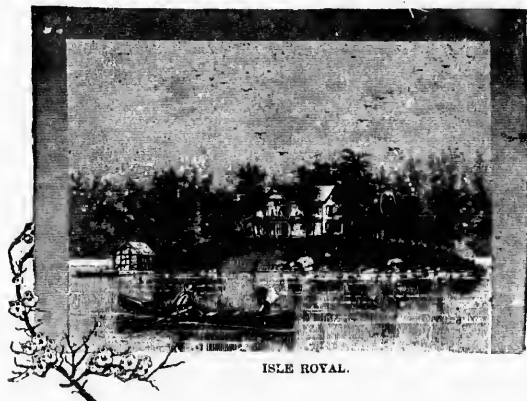
ISLE ROYAL,

nearly opposite, a small island with many trees, is the summer residence of Mr. Royal Deane, of New York.

A cottage on a high point of Wells Island, immediately above Isle Royal, is owned by Col. Shields, of Philadelphia, and called "Hill Crest."

For the next two or three miles, although the channel is contracted in some places to less than half a mile in breadth, and in fact has the

local name of "The Narrows," yet its deep and rapid flow indicates most forcibly the immensity of this magnificent river, especially as we remember that this is in fact only about half or less than half the mighty tide which it is constantly sending to

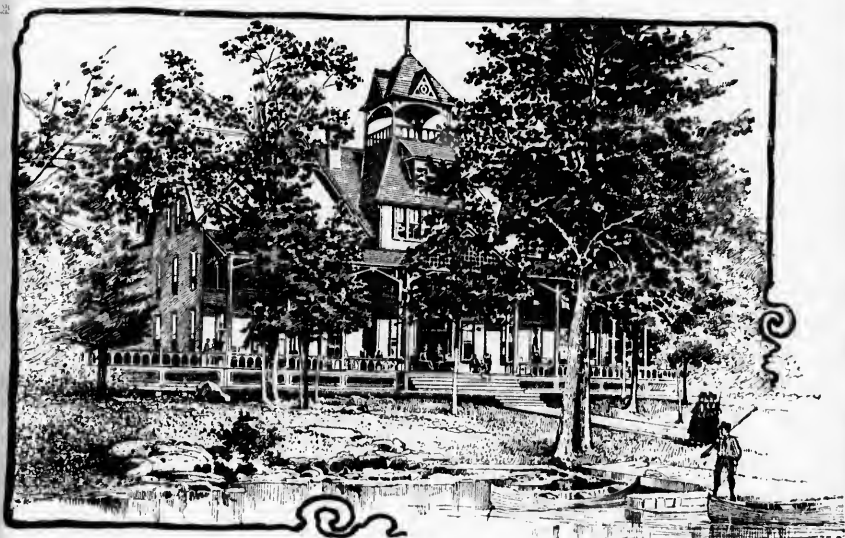


ISLE ROYAL.

the sea. All along the Narrows there are irregular branching bays on both sides, some of which are hidden behind peninsular points which would only need short canals through their isthmus connection with the main to change them to islands. The most beautiful of these, about a mile above Point Vivian, was long known as "Page Point," and later as "Grinnell Park," from the names of former owners. It is now called

CENTRAL PARK.

This embraces some fifty acres, still largely covered with the original forest. This was several years since opened and cleared of its undergrowth, and being perhaps the finest grove in this part of the river, became a favorite resort both for picnic dinners of fishermen and for pleasure parties from the surrounding country. It is now owned and controlled by the "Central Park Association," under whose direction it is being still further improved and opened to the public. A good hotel and a number of pleasant cottages have been erected, and changes and enlargement are constantly going on. Additions were made to the hotel, as required, for several successive years, until finally, by a large erection, in 1888, it became one of the four



COTTAGE HOTEL - CENTRAL PARK.

or five largest in this part of the river. Situated as it is on so narrow a part of the main American channel, and surrounded with sheltered bays and high rocky points, it bids fair to become one of the pleasant resorts of the St. Lawrence.

A very pleasant cottage on a small island near this park is called "Bay View," and is said to be owned by Mr. C. Lyman, residing at Westmoreland, N. Y.

Less than a mile above this is a very cozy summer house on a half-acre island on the left called

CALUMET,

now owned by Mr. Oliver H. Green, of Boston. It was first selected and occupied by Rev. Henry R. Waite, formerly U. S. Consul to Rome, about

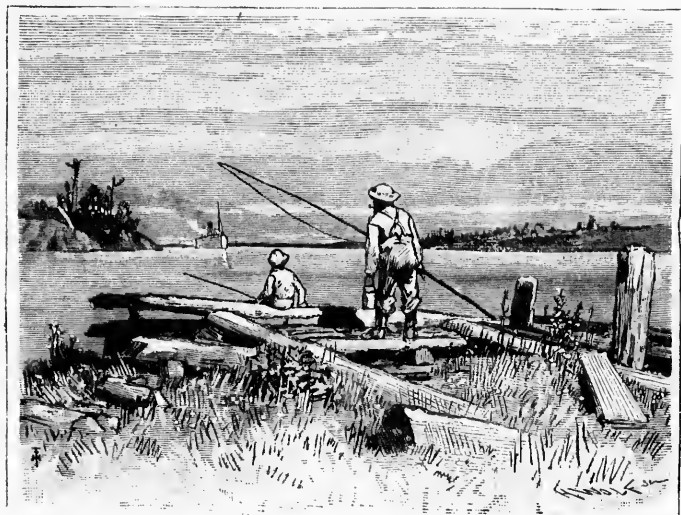
1875-6. As it is in the narrowest part and near the center of the main American channel, it commands a view extending nearly from Alexandria Bay to Clayton.

On the main shore in the immediate neighborhood one or two small cottages have been built, whose ownership we have been unable to ascertain.

COLLINS LANDING,

only a few hundred yards above, was formerly one of the wooding stations for the old American line of steamers on Lake Ontario, and also the site of a steam saw mill, whose only relic, a rusty cylinder boiler, long lay on the shore ornamented with one of Mr. Warner's "Safe" signs.

Shortly above Collins Landing the narrow channel begins to widen, and a number of farm-houses, with a factory for Limburger cheese on the Wells



PEEL DOCK.

Island side, and two or three small cottages on small islands near the shore (owned, we believe, by parties in Watertown, N. Y.), somewhat vary the landscape. While the shore of Wells continues rocky, the farms on the main are now more extended and the land generally susceptible of cultivation. About half a mile above the cheese factory on Wells Island, is the Peel Dock, so called from the destruction of the steamer "Sir Robert Peel," a well remembered incident of the border troubles of 1837-38, to which allusion has been made. Not to enter at any length into the history of these troubles, it may be sufficient to say that an abortive attempt to revolutionize the Canadas, generally known as the Patriot war, found many sympathizers and awakened great interest all along the border. The burning of the American steamer "Caroline" near Niagara by a band of men from Can-

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ada, while it aroused a general indignation throughout the States, especially intensified the excitement here, and produced a feeling difficult to repress. Men were enlisted, and organizations effected under the name of "Hunter Lodges," who threatened, and in fact attempted an invasion of Canada in the interest of those who desired revolution. The particulars of the burning of the "Peel" are thus related by Mr. Hough in his history of Jefferson County:

"On the night between the 29th and 30th of May, 1838, the British steamer 'Sir Robert Peel' was plundered and burned at Wells Island, under the following circumstances. * * * She was on her way from Prescott to Toronto with nineteen passengers, and had left Brockville in the evening, which was dark and rainy, and arrived at McDonald's wharf, on the south side of Wells Island, in the town of Clayton,* at midnight, for the purpose of taking on wood.

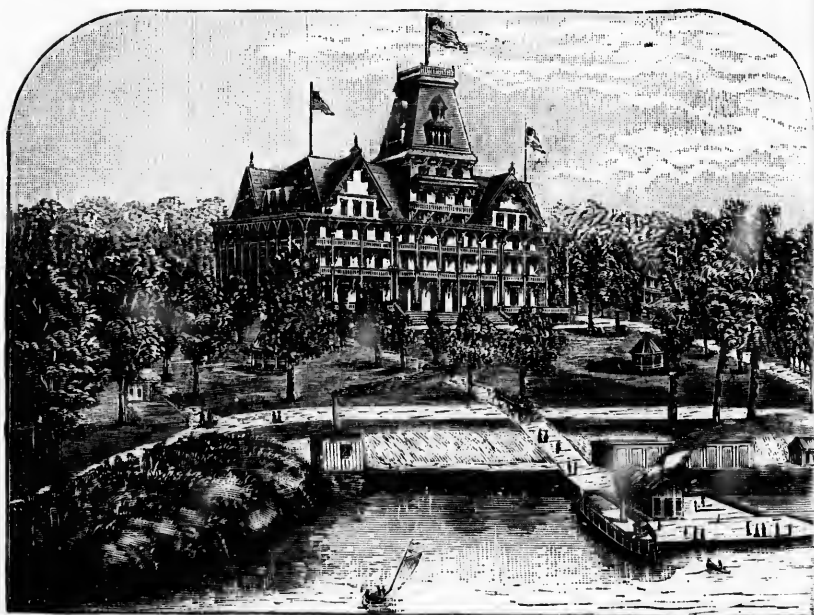
"Threats of violence had been intimated, and before the steamer had left Brockville, it was hinted to one on board that there was danger of an attack, but this threat was not regarded. The passengers were asleep in the cabin and the crew had been engaged about two hours taking on wood, when a company of twenty-two men, disguised and painted like savages, and armed with muskets and bayonets, rushed on board yelling and shouting 'Remember the "Caroline"! ' drove the passengers and crew to the shore, allowing but a hasty opportunity for removing a small part of the baggage, and toward morning, having cast the boat into the stream to about thirty rods distance, set it on fire. The scene of confusion and alarm which this midnight attack occasioned among the passengers can be better imagined than described.

"Some of them fled to the shore in their night clothes, and a considerable portion of the baggage was lost. After the boat was fired in several places, a party including Thomas Scott, a passenger (a surgeon who had staid to dress a wound), got into two long boats and started for Abel's Island, four miles from Wells Island, where they arrived about sunrise. He stated that there were about twenty-two persons besides himself and the wounded man in the two boats. The brigands were known to each other by fictitious names, as Tecumseh, Sir William Wallace, Judge Lynde, Capt. Crockett, Nelson, Capt. Crocker, Bolivar and Admiral Benbow. Several thousand dollars in one package, and also smaller sums, were taken from the boat and various articles of clothing. The only house in the vicinity of the wharf was the woodman's shanty, where the passengers found refuge until five o'clock in the morning, when the 'Oneida,' Capt. Smith, came down on her regular trip, and finding the distressed situation of the unfortunate persons returned with them to Kingston. It is said to have been the intention of those who took the 'Peel,' to have captured with her aid the steamer 'Great Britain' the next day, and to have cruised with these steamers on the lake, and transport troops and supplies for the patriot service."

The leader of this outrage was William, or as he was commonly called, "Bill" Johnson, well known on the border for his bitter hatred of the English and Canadian governments, and ready for any measure that might aid the so-called "patriot" cause. So far from denying, it appears that

*NOTE.—It was in Clayton at the time, and was so written by Mr. Hough, and copied from his history in the previous editions of this book. It is now in the town of Orleans, an act of the legislature having, in 1840, changed the boundary between the two towns.

he rather gloried in the exploit. Of course it at once not only awakened the indignation of Canada, but aroused our own government to the necessity of guarding the frontier and preventing a breach with the Canadian authorities. Gov. Marcy, then in the executive chair of New York, himself visited Jefferson County and took measures to repress any further hostile demonstration. A large reward was offered by our own, and a larger by the Canadian executive, for the arrest of the outlaws, and the officials of both countries united in the effort for their capture, especially Johnson. It



THOUSAND ISLAND PARK HOTEL

has, however, been hinted that the American detail professedly engaged in this service did not lose a great deal of necessary sleep by their watchfulness. Johnson was aided in his hidings among the islands by his daughter, it is said, in a boy's disguise. As she was then a very attractive young woman, a spice of romance for a long time attached to her adventures, and her fame as "Queen of the Isles" extended through the whole region. The writer met her many years since at Clayton, where she was married and the mother of a family, who, so far as discovered, bore no special marks of royal birth. She is, we believe, now dead, but some of Johnson's sons are now living in Clayton.

Late in the fall he was arrested by the American authorities, but escaped and was re-arrested two or three times, until finally the border

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having become quiet, ne returned to Clayton and was no more molested. Indeed so far from the American government having any continued desire for his punishment, he seemed to meet with favor, and, as probably a good democrat, was appointed by the administration of President Pierce keeper of the light at Rock Island, which shines on the very spot where the "Peel" was burned. The explanation is believed to be that he had before rendered effectual, though perhaps not very reputable service, to the United States in the war of 1812, when, employed as a spy, he had succeeded in plundering the British mails of important dispatches which he brought to the American officers at Sackett's Harbor. This explanation has at least the color of plausibility, as it is said he was appointed by the recommendation of General Scott, who as an officer of the American army was, during the war, engaged in the military operations then in progress upon the frontier, and probably knew all about Johnson's services.



ETHEL RIDGE—HEAD OF ROUND ISLAND.

But to return to the description of our trip. Not far above Peel Dock we come to some recent improvements upon a cluster of small islands, and upon the shore of Wells, that have incidentally grown out of the location of the Thousand Island Park which we are now rapidly approaching. We cannot particularize them all. On the small islands at the left are several summer residences of various sizes and pretensions. The nearest, "Frederick Island," is owned by a gentleman of that name, a merchant of Carthage, N. Y. The second, "Occident and Orient," by a New York gentleman named Washburn. The third is an expensive house built by E. N. Robinson, a broker, who was somewhat noted for large operations in Wall Street, where it is said, he both made and lost sums of money reaching into the millions very rapidly. There are some two or three more distant cottages on islands whose names and owners we are not able to give. Over back of these islands is a little hamlet known as

FISHER'S LANDING,

where a comfortable house, called the "Central Hotel," entertains in a quiet way a good many summer guests. On the Wells Island side we pass some clusters of cottages and one hotel, the "Fine View House," before reaching the park proper.

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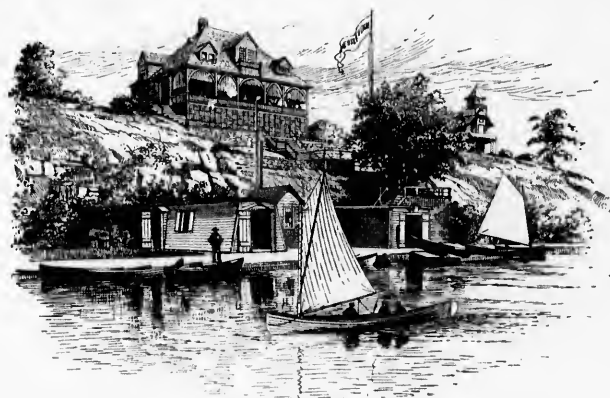
The localities are known as "Jolly Oaks," Throop Dock and "Waving Branches." As we turn to the right to make our landing at the Thousand Island Park, we pass the Rock Island Light-house, which guards the navigator against several surrounding dangerous rocks, and indicates the proper entry from the open water above into the narrower channels we have been ascending. Guided carefully by the pilot in the narrow passages between floating buoys which mark the location of several dangerous shoals at the entrance, we reach the dock of

THOUSAND ISLAND PARK,

and at once discover many evidences of active enterprise. The hotel and cottages near at hand present an aspect of beauty and comfort not often excelled. But to get a satisfactory view of the park it would have been better to have come up on the morning trip and wait over, as many do, resuming the excursion in the afternoon.

We need say but few words of this park, which has become one of the summer institutions of the country, and has already been visited by thousands, both from Canada and the United States. It had its beginning in the winter of 1874-75, although, by the invitation of its projector, Rev. J. F. Dayan, parties of ministers and others, chiefly members of the Methodist-Episcopal Church, had the autumn before visited various localities of the islands within a radius of several miles for the purpose of selecting a site. The upper end of Wells Island, on the American side, was finally chosen and arrangements informally commenced for its purchase. During the winter the projectors effected an organization, at first under the name of the "Thousand Island Camp Meeting Association," of which Dr. E. O. Haven, then Chancellor of Syracuse University, and afterward one of the bishops of the Methodist-Episcopal Church (since deceased), was president, and the Rev. J. F. Dayan, secretary and general manager. With considerable negotiation and some hesitation in regard to the quantity of land needed for the success of the enterprise, they finally purchased all the land in the neighborhood then open for sale (about 960 acres), and employed an engineer to lay it out suitably for the purposes they intended it to serve. Reserving a strip all around the shore, and other grounds for the public uses, a considerable space was marked off in avenues and lots, which were offered for sale the following spring. By this time a dock for steamers, and various buildings for boarding-hall, offices, stores and some lodging-rooms to be owned and controlled by the association, were in good progress. By active effort and extensive advertising the project sprang into success at once. Lots were immediately and largely taken. Provision was made by the trustees for a series of meetings at which the ablest speakers on religious and philanthropic subjects were to be heard. Soon not only the lots on the park itself, but all the desirable shore property near, with the small islands in the near vicinity, advanced largely in price and found eager buyers. Thousands became visitors, hundreds purchasers, and very many builders, so that there soon arose a considerable summer village, perhaps averaging a thou-

sand or fifteen hundred inhabitants for two months in the year, and often increased to more than double that number on days of special interest in the meetings held. There are no probably more than three hundred buildings on the grounds, most of which are private cottages. Some friction, of course, has occurred in the management, and some grumbling at the strictness of regulations made, or believed to be necessary for the preservation of good order upon the grounds, but on the whole the institution has had a large success. It is, however, understood that there has been a change in the management, and that still greater effort is to be made for continuance of growth. A comfortable, commodious and handsome hotel, whose want was long felt and often expressed by those who were dissatisfied with the rather primitive accommodations at first provided, and who were willing to pay for better, was erected in 1883, and other improvements looking to permanency and comfort have been made and are still in progress. The whole park was practically at first



"JERSEY HEIGHTS"—GRENNELL PARK.

out a sort of mammoth out-door hotel, where most of the guests took meals at the boarding-hall, but very generally looked for their own lodgings in cottages and tents. Still, rooms were to a limited extent provided in the upper lofts of some of the buildings, and at the same time many families lived and had all arrangements for providing the table in their own cottages and tent homes.

Our stay at the park is limited to a few minutes, and after receiving probably a large addition to the number of her passengers, the "Wanderer" moves on her way. Any further information in relation to the park is, if desired, easily accessible in some of the publications issued in its interest, notably in a little book published about 1887, entitled, "The Thousand Island Park, its Origin and Progress," which may possibly still be found at the book stands.

As we move from the park dock partly around the upper end of the island you will not fail to notice the beautiful situation and ornamentation of some

of the cottages nearest the river bank, along whose rocky but yet beautiful and level plateau shore we pass quite near enough to get a good view. A few rods back and above is

GRENELL'S.

The hotel is on a small island, which was originally a spur of the larger one above, but was subsequently separated by the action of the water (and is now again connected with it by a bridge). They were both owned, and to some extent farmed, by Mr. Samuel Grenell, who has resided here for many years, giving entertainment to

a few guests who came for fishing and hunting, perhaps formerly rather in the primitive style of a country tavern. Several pretty cottages are perched upon prominent points of the larger island.



CARPE DIEM—ROUND ISLAND.

We believe that the whole island has been surveyed and divided into lots with a view to further occupation in the same way. The whole is now known as Grenell's, although upon the former maps it was marked as "Stuart Is."

It is understood that Mr. Grenell has sold the old stand and a new hotel of larger size is at this writing in progress of construction, under the auspices of a stock company, which will probably be completed and open to guests by the time this reaches its readers.

The fine cottage set high upon the crest of the rocks near this landing is that of Mr. L. L. Carlisle, of Newark, N. J., and is called "Jersey Heights." Most of the cottages on the island are owned by residents of the interior of

the State—one by a club in Cooperstown called the "Otsego Club;" another by Charles Chickering, Esq., known in political circles as for several years clerk of the legislative assembly of the State.

Those who, previous to 1888, have taken the excursion of the "Wanderer," will observe that from this point a change has been made in the route. Instead of passing around back of Grenell's in the channel next to Hemlock Island, we now, after a stop at Grenell's, take a direct course up the open and principal channel toward Round Island and Clayton. There are several large islands lying off at some distance to the right not yet occupied. It is impossible to name them all; and if we should attempt it, it would be extremely doubtful whether we should get the present names right, and if luckily we should do so, it is perhaps equally uncertain how long they might remain the same.

This constant change of names of islands is to be regretted as leading to great confusion. But it goes rapidly on, especially with the smaller islands, which, with every change of ownership, are apt to be baptized with new names to suit the tastes of the new owners. But this is not all, nor the worst. Many of the larger islands are given names on the charts published by authority of the English and American governments, entirely different from those in common use. This has an illustration in the islands just above us. That which we call Grenell's is named on the English charts "Stuart," which was copied on the map in common use and also on the American charts. The early deeds named it "Jeffers," by which it seems to have been once generally known. So of the large island away to the right. It is on the charts, both English and American, as "Murray," but hereabouts is universally called "Hemlock Island." It is doubtful now if any one living in the vicinity should hear of either "Stuart" or "Murray" Island he would know what was meant.

Quite a lively controversy arose a few years since as to the proper name of "Wells Island." It is marked on the charts "Wellesley" and on the map by both names. When the Methodist people inaugurated the park, "Wellesley" had never been heard of in the vicinity. The publisher of a map, which was first issued the same season which opened the park, and which was based on a copy of the old English charts, in this, as in several instances, inserted both names. With the names only as given in the chart, the map would have been of very little value, for no one here knew anything about them. But when the park began to be talked of, some astute Methodist brother discovered that Wesley was a contraction of Wellesley, and of course for a Methodist park that would be the right name for the island, and great effort was made to bring the longer name into use, much to the disgust of the older inhabitants. They had received title to their lands as "being and situate on Wells Island," and had no notion of giving up the title either to farm or island, especially for a tongue-twisting name like that proposed. A good deal of discussion arose in the newspapers and otherwise as to the proper designation, but in the vicinity and among the residents at least, the new name is *no go*. But, say the park people, "it is the old name, the charts have it, and no chart has the name Wells Island." The facts seem to be these :

So long ago as the close of the last century, before the islands were finally divided between Canada and the State of New York, one William Wells, a resident of Brockville, though it appears a native of New Hampshire, was engaged in lumbering upon this island, which he continued for many years, and, as is generally the case in new countries, it took the name of its first occupant, and came to be known, as it always since has been in the neighborhood, as "Wells Island," and all the deeds of land upon it are located by this name. The original patent of the island to Elisha Camp, in 1833, did not mention any of the islands by name, but simply conveyed all the islands belonging to the State of New York, lying between certain designated points on the river. Upon a very old map in the possession of Messrs. Cornwall & Walton, of Alexandria Bay, which they received with an early purchase of lands upon Wells Island and all the other small islands lying between certain defined points, and which is said to have been made for the commissioners of the United States who run and established the boundary line, this is designated "Wells Island." The date of the map is lost or omitted, but it is believed to be about 1820.*

The history and authority of the name "Wellesley" is believed to be simply this: About 1817 or 1818 an English officer, Captain W. F. W. Owen, R. N., surveyed the river, presumably by the authority of the British government, and a chart was made by him on which were inserted names upon many points which with a few exceptions, had not been before known or heard of. This is evident from the fact that many of them were memorials of the European wars, in which the English had recently been engaged. Some were adopted from places where important events had transpired, and others from officers who had become distinguished. Now

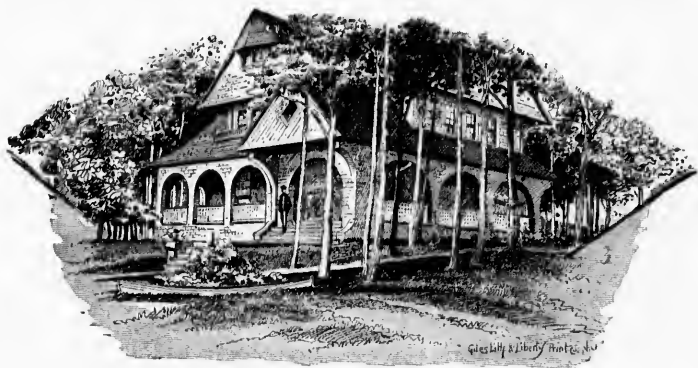
* NOTE.—This map is entitled, "A Map of all the Islands of the St. Lawrence within the State of New York," and is in two large sheets, evidently made with great care, and each sheet signed "Wm. A. Bird" who was the surveyor employed by the commissioners. It is much dilapidated by age and use, having been used through several extended lawsuits. It evidently covered all the islands originally patented to Camp in this part of the river, which were those between Morristown and the most westerly point of Grindstone Island.



JACOB HAY'S COTTAGE—ROUND ISLAND.

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Captain Owen had of course some show of right in giving such names as he pleased, so far as the English side of the boundary was concerned, but it may be questioned how far it was suitable or in the best taste to apply them upon American territory, without regard to the commonly used designation of the inhabitants. But he did so very extensively, of which this is an example. Wellesley being the family name of the Duke of Wellington, the hero of Waterloo, which, by the way, is also commemorated in the immediate vicinity, the beautiful and significant name of the "Lake of the Island," as applied to the land-bound and secluded sheet which lies, as it were, in the bosom of this very island, and is about five-sixths surrounded by its shores, is on the chart changed to "Lake Waterloo." It is to be regretted that the U. S. officers charged with the American lake survey, of which the charts of this part were published in 1876, have in so many instances followed this unauthorized English nomenclature to the exclusion of names locally much better known. "Wells" is and



VAN WAGENEN COTTAGE—ROUND ISLAND.

was for years known and used in the whole region, while "Wellesley" was never heard of in the vicinity till about the time the Thousand Island Park was inaugurated, when it was brought into notice by a copy of one of the sheets of the English charts, which was borrowed and used by the gentlemen interested, while engaged in canvassing for the beginnings of their enterprise, and is the same that afterward became the foundation for the very little map which has been so much used by visitors. But we are for a while about to lose sight of Wells Island, and it is a fit time to dismiss this wearisome discussion about the name, into which we have been led by a desire to get the facts fully before the public, which, we believe, has not before been done.

By this time we shall be approaching Round Island which, in fact, with its big hotel in the center, has been more or less conspicuously in view even before we made the stop at Thousand Island Park. As we get near the wharf we pass between the main island and a smaller one, known as

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"Little Round Island." It is a smooth and grassy level of several acres, but slightly elevated above the river. The larger island was named on the early English charts "Pearson," while the smaller was designated as "Colborne" Island. There is, however, little doubt that "Round" and "Little Round" have been the names in common use ever since the country was settled. The hotel is now called the Frontenac, a name well known in the early history of the river as that of the first fort built at Kingston, and is now the name of the county in which Kingston is situated. It was given doubtless to honor the distinguished nobleman who was the first French governor of Canada.

THE FRONTENAC, ROUND ISLAND.

Round Island is along the American channel, from about one to two miles below the village of Clayton. It has an area of some one hundred and fifty acres, being, as shown by the U. S. charts, almost exactly a mile in extreme length, about half of which, in the central part, averages twelve or thirteen hundred feet, or nearly a fourth of a mile, in breadth. It had for many years been occupied as a farm, till about 1878 when it was purchased by an association of gentlemen, mostly, we believe, residents of Watertown, with the purpose of establishing a park for summer residence and resort. As a majority of the association were members or were in sympathy with



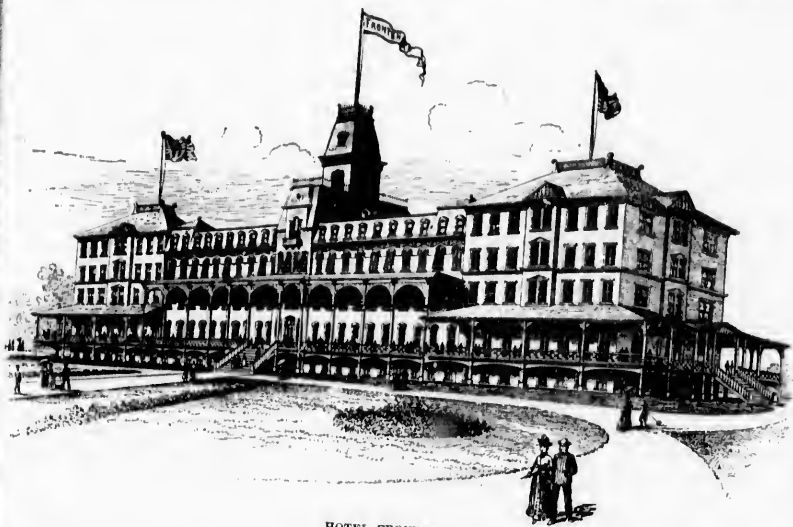
LAMB AND BARNES COTTAGES—ROUND ISLAND.

Baptist churches, it was generally regarded, and, in fact, publicly given out, that it was organized under Baptist auspices; although, like other parks on the river established about the same time, it was so far unsectarian as to give a hearty welcome to all who wished to enjoy its advantages. The park was very soon surveyed and laid out, a portion divided into lots which were at once offered for sale and a considerable number at once taken, several of which, we think, had cottages erected the first season, and many more the following year. A large hotel was built and opened to guests in 1881. As the public landing was immediately on the channel usually taken by steamboats, and less than two miles from the terminus of the railroad (now the R., W. & O.) at Clayton, giving easy and convenient access from

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all parts of the country, from its very opening it became a favorite resort, and soon became widely known.

The approach on the channel side shows the shore to be rocky, apparently one of the natural terraces of the sandstone formation so common in Jefferson County, the top being about fifteen or twenty feet above the water. The interior of the island is slightly undulating and somewhat higher along the centre, rising to over thirty feet near the lower or northeast end, which is seven or eight hundred feet across, and much of that distance terminated by a broken ledge, the foot of which extends nearly to the shore. The upper or southwest end narrows nearly to a point, is quite flat, and only a few feet higher than the water, a disadvantage which, if it be such, is largely compen-



HOTEL FRONTENAC.

sated by the greater size and beauty of the trees, and the nearness and better view of Clayton and its surroundings. A large part of the interior had long ago been cleared of its timber for cultivation, but near the shores, and notably at the ends, considerable portions were still occupied by the original forest. This condition and the natural contour of the surface, so easy of drainage, presented peculiar advantages for a park, which have been utilized with much skill. The open and cultivated portion was transformed into a great meadow or lawn, around and across which roads to the extent of several miles have been laid out and prepared for driving, the hotel being located near the centre. The outer and shaded portions were laid out in blocks and subdivided to some extent into lots for cottages. There have been erected so far about seventy of various sizes and pretensions, most of which are annually occupied by their owners. They range in cost from a few hundred to many thousands of dollars. Almost all of them are in good taste, and some are

real gems of cottage architecture. Many of them have boat-houses by the shore in keeping with the surroundings, and varying in style and expense to correspond with the taste or ability of the owners.

We learn from a gentleman actively connected with the association, that two seasons ago the ownership of the association's stock was largely transferred to a number of the wealthy and progressive residents with the result that the former hotel, largely reconstructed and reinforced by two lofty "wings," now looms up nobly as the Frontenac, one of the largest and most elegantly equipped hotels in the northern region, and second to none on the river. Improvement is the order of the day here, and the Hon. J. J. Belden, with his associates interested, declare their purpose of making this island the gem of the river.

There are no restrictions placed upon visitors who may stop over at Frontenac. Pathways and board walks lead among the cottages everywhere, and along the entire margin. The place is now undenominational.

The kindness of our artist friend, Frank H. Taylor (whose pretty "Shady Ledge," with its ornate boat-house and studio, distinguished by a windmill, is seen at the foot of the island), has enabled us to employ a few of the cuts of scenes at this resort, which will afford a good idea of its charms. After leaving the wharf the boat passes along



SHADY LEDGE—ROUND ISLAND.

close to the rock-bound shore and in range of cottages. Upon passing the head nearest Clayton one sees the costly properties of Messrs. Jacob Hays and H. Van Wagenen, and also of the Hon. J. J. Belden.

CLAYTON

is a village of some twelve to fifteen hundred inhabitants, formerly known as French Creek. It has been a place of considerable business activity

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ever since the settlement of the county. Soon after the war 1812-15 it was the mart for a large trade in timber and spars cut in the vicinity. Afterward it became a great lumber station, where immense quantities of squared timber and oak staves were brought in vessels from the upper lakes and from Canada, to be made up in rafts for floating down the St. Lawrence to Quebec, where they were again shipped in vesseis for foreign markets. Commencing about 1832, there was a large amount of ship building. Up to about 1854 some sixty or seventy schooners for the lake trade and five or six large steamboats for the American lines on Lake Ontario were constructed here.* A considerable proportion of the people have been, as probably some are still interested in the ownership of vessels, and naturally those who sailed them had their homes and made a considerable portion of the population. With the completion of railroads along the lake, the profits of shipping diminished and the village suffered somewhat; but since the Rome, Watertown and Ogdensburg R.R. has had a branch to the St. Lawrence at this point and the tide of travel began to flow over it to the great hotels, parks and summer homes of the islands, a new interest has sprung up. Clayton has taken a new start and is increasing in population and importance. It had for many years been one of the principal resorts of the river for hunting and fishing, and its hotels were well kept and well patronized in the season. Since the great annual hegira to the islands commenced, these have been enlarged and improved, and increased in number. While they are not so large and imposing as the great hotels further down, they still entertain a goodly number of the multitudes who pass through in the search after summer recreation.

There are in the village four churches of different denominations and several stores. There is but little manufacturing, except boat building, for which there is a large factory, which produces not only the famous St. Lawrence River skiffs, but canoes and steam launches, which are shipped away in large numbers and to long distances. We believe there is a saw mill or two and a considerable house furnishing establishment. Some repairing, and occasionally building of vessels is done at the shipyard. During the winter of 1887-8 the village was visited with a large fire which destroyed some of the best houses, but these have been replaced with better than before.

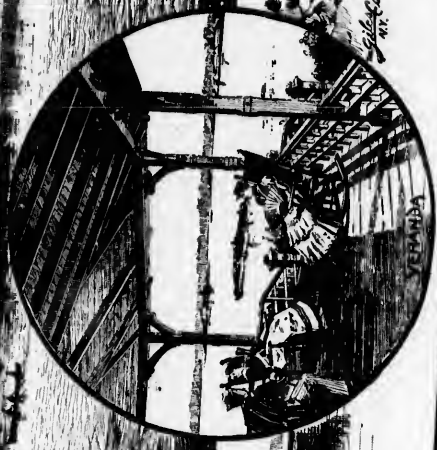
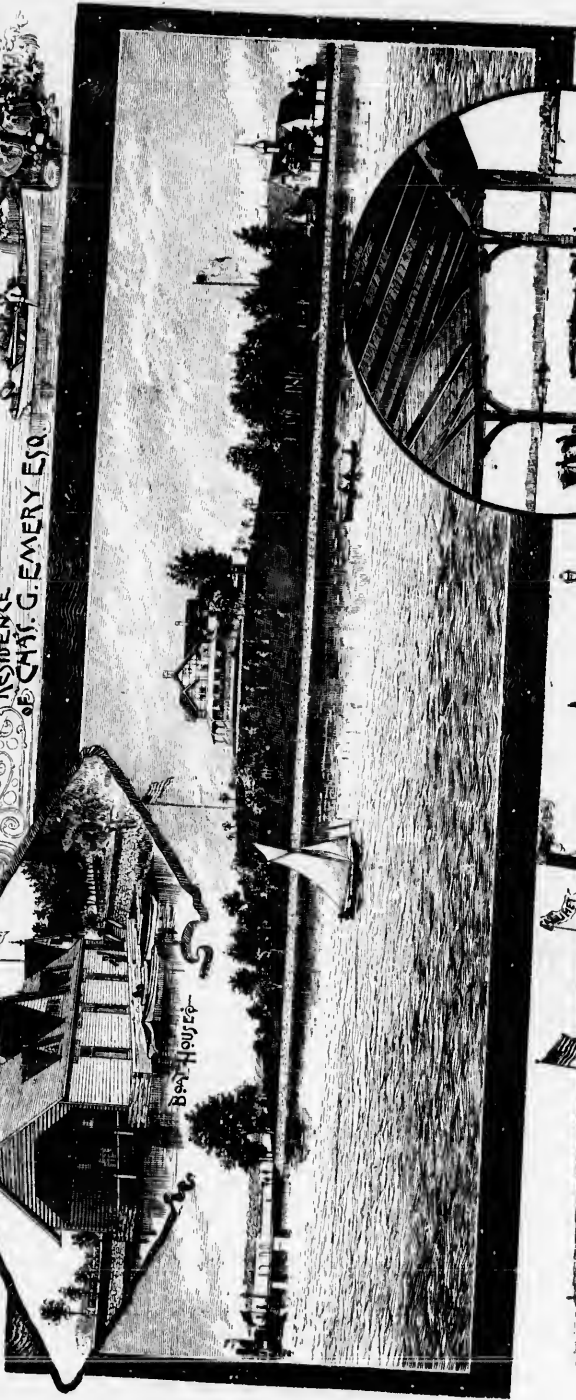
CALUMET AND GOVERNOR'S ISLANDS.

In front of the village there are two islands with handsome summer houses and extensive improvements. "Calumet," owned by Mr. Chas. G. Emery, of New York, and "Governor's" Island, by Hon. T. G. Alvord, of Syracuse (well known as "Old Salt"), who has been successively Speaker of the Assembly and Lieutenant Governor of the State.

As we leave Clayton to cross toward Canada we may notice, a mile or more to the left up the river, a few summer cottages on "Prospect

* Hough's history of Jefferson County.

CALUMET ISLAND
RESIDENCE
OF CHAS. G. EMERY ESQ.



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Park," an enterprise started some eight or ten years since for summer homes on the St. Lawrence. It does not appear to have made large progress, although from the high ground which it embraces in its limits, it is said that the views of the river and islands are more than ordinarily extended and magnificent.

From Clayton our course is up and diagonally across the American channel, at first for about three miles almost directly west, then curving to the northward, we avoid some dangerous shoals which lie around Blanket Island on our left, and make toward the head of

GRINDSTONE ISLAND.

This is one of the largest of the Thousand Islands, and the first American island of any importance, except "Carleton," after leaving Lake Ontario. The extreme length is about six miles, and its breadth nearly three in the widest part. Its general outline is oval in form, but it has many irregular jutting points, and narrow bays, which make deep indentations, some of which lengthen into creeks with large marshes which extend far into the interior, and one of which, near the lower part, almost divides the island into two parts. It has a resident population of about two hundred, living on farms in fair cultivation, who are able to furnish supplies to a considerable amount for the use of summer visitors. Formerly, and for several years, the excursions of the old "Wanderer" were made across Eel Bay and along the easterly end of this island, to its northernmost point, which, for several years had an interest as the annual meeting and camping place of the American Canoe Association; and thence up and among the scattered groups of smaller islands which lie between Grindstone and the Canada shore. But although that passage was in itself exceedingly interesting from the varying aspects of the numerous islands among which it was made, most of which are yet in a state of nature, and was in fact the route described in all the former issues of this book, it was found that the superior speed of the new "Wanderer" permitted a more extended excursion, and in 1838 the route was changed so as to pass entirely above, to the south and southwest of Grindstone, between it and the lower point of

WOLFE OR LONG ISLAND.

This is the body of land lying directly in front of our boat for some time after leaving Clayton. It belongs to Canada, and is the largest of the Thousand Islands proper, extending about twenty-four miles in length, and dividing the Canadian and American channels quite up to Lake Ontario. It has, however, a canal cut across it about in the center of its length, almost directly in a line between Kingston and Cape Vincent, which does much to facilitate the steamboat communication between those places. A light-house, visible about two miles to our left as we near Grindstone, stands at the extreme lower point of Long Island, and marks the usual crossing for larger vessels from one channel to the other.



In approaching the head of Grindstone, we pass on the right several small islands lying around and south of its nearest point. The two largest of these are named on our map, which here follows the U. S. charts, "Whiskey" and "Club" Islands. Some of the islands of the cluster have been occupied by summer cottages within a few years and are now named and owned as follows: "Coral" Island ("Whiskey" on the map), by C. Wolfe, of New York. "Hen" Island, by W. F. Morgan, of the great banking house of Drexel, Morgan & Co., of New York. There are some others of whose names and ownership we are ignorant. Some of the points of Grindstone in the vicinity are also occupied in the same way by various parties whose names we give without being able particularly to locate the cottages they own. They are G. Leavitt, Harry Morgan, A. Crocker, Mrs. Moore, Bryant Lindley, all of New York, and Thomas Thatcher, of Boston. Many of these parties are said to be wealthy and together represent millions. Farther on, upon the same side, we pass a large erection which appears as if designed for a hotel or large boarding-house, or resort of some kind. On the left we pass "Goose" Island (named on the map "Arabella"), which, although on the Canada side of the boundary, is said to be owned by E. S. Hicks, of Brooklyn. Very near this on the north is "Hickory" Island, owned by Mr. Livingston, which we believe has been in cultivation as a farm for several years. During the Patriot war of 1837-38, to which we have already referred, it was the rendezvous of a filibustering expedition against Canada, undertaken by some American sympathizers, which, however, came to nothing except to occasion some excitement and alarm in Canada, and much disappointment and suffering among those engaged in it. It appears, from the account given by Mr. Hough, in his history of Jefferson County, that in the afternoon and evening of February 20th, 1838, several hundred men from various places in this and the adjoining counties, with a large supply of arms and ammunition which had been plundered from the State arsenals at Watertown and other villages on the border, had assembled in sleighs at Clayton, with the avowed design of effecting a lodgment at Gananoque, from which an attempt was to be made on Kingston. A large detachment of these, on foot and in sleighs, proceeded across the ice to Hickory Island, about seven miles from Clayton. After they arrived on the island, the report is that a dispute arose about the command, which at once put a damper upon the whole enterprise. The weather was intensely cold, which not only caused much suffering, but in the obvious want of discipline among the promiscuous gathering of men without any efficient organization, very suddenly cooled their military ardor, and caused the dispersion of the entire party within two days of their ill-starred attempt. It is said that the motley band scattered in such unseemly haste that those who acted as officers could hardly retain a sufficient number to remove the arms they had carried over.

Somewhere in the channel between Hickory and Grindstone Islands we cross the boundary line for a more peaceful, and we hope a more successful

invasion than the one we have described. Once in Canadian waters we gradually bear away across a considerable stretch of open water, locally known as "the Lake." The outlook in either direction is extended, and if the weather is clear and the water smooth, will be enjoyed. At the left we have an uninterrupted view up the Kingston channel for many miles. At the right, at a distance of several miles, we descry the scattered groups of islands among which the route of the old "Wanderer" was formerly taken. Directly ahead but yet, at some distance, we discern two light-houses, straight toward the nearer of which our pilot steers. It is known as Burnt Island Light, and is situated on a small island near the foot of "Howe" or "St John's," a large island which extends to the westward between us and the Canada main. Before quite reaching the light-house, however, our boat turns abruptly to the right, and enters a narrow channel. Leaving the usually navigated channel, and entering a narrow passage which opens among a cluster of islands of various sizes lying very closely together, upon whose more commanding points we discover as we pass along a considerable number of very tasty cottages, many of them very near and others more remote from our route, equipped with boats, boat-houses, tents, hammocks, and all the appliances for out-door enjoyment, all alive with happy occupants, and flying the colors of England; reminding us not only that we have actually passed into a foreign jurisdiction, but that our Canadian cousins appreciate a life among the Thousand Islands in very much the same manner as ourselves. It is impossible for us particularly to describe all these, even had we the requisite information to do so; but from a hasty communication from Mr. C. E. Britton, of Gananoque, and more especially by the courtesy of Prof. N. F. Dupuis, of Queens College, Kingston, who kindly prepared a map of the entire group with the various cottages marked and names noted thereon, we are able to give the names for quite a number which come more immediately into view on our passage. The first on our right, after leaving the proper Gananoque channel, is that of Prof. Dupuis himself. It is a peculiar castellated structure, and stands immediately upon the shore of a small bay which about a quarter of a mile below its head indents the island, which on our map, after the U. S. charts, is named "Boss Dick," but which is known here as "Bostwick." On the same island (which is nearly a mile in length) are four other cottages. The second, named "Channel View," is owned and held for hire by Mr John Turcotte, who himself resides at the head of a second small bay immediately below. "Roseneath Villa," on the small point which projects towards the channel below this bay, is the summer home of Mr. James Richmond, of Kingston. Lower down, but still on the same island, is "Camp Iroquois," owned by Mr. Wallace, of Boston. Nearly opposite, and some distance to the left, are two cottages on two quite small islands; the nearer is that of Rev. J. Allen, of Cobourg; the more distant, named "Sylvan Isle," is owned and held for renting by Mr. J. L. Upham, of Brockville. It lies close upon the southeast point of a larger island, upon the other extremity of which the "Red Horse

Light-house" is located. A house on the island, which is named "Buck Island," from a former occupant, is the residence of the light keeper. The next large island on our left, on the map "Cut Island," has a house at the extreme north end, but not, we think, visible from the boat in passing; it is here called "Lindsay." At our right, and opposite this, is "Round Island," on which is located a very handsome cottage owned by Mr. J. Findlay, of Montreal, which by all accounts is a home for much enjoyment of summer life by parties of young people. A little further, on the same side, are two cottages owned by Mr. C. E. Britton and Dr. A. N. Kincaid, of Gananoque, which the maps have not honored with any name, but called by some Indian appellation which we could not understand, meaning "Crescent," probably from the shape of the island. Below this, but at some distance to the right, is a small island and cottage belonging to Rev. Mr. Longley, now of one of our Western States. In passing this, the "Spectacle Shoal Light-house" is in view, about half a mile to the left. A little below and nearer, a cottage on a small island called "Idylwyld," is owned by Mr. Camp, of Toronto. At the right, we soon pass two islands somewhat larger, on which are the residences of Prof. Haanel, of Syracuse University, called "Wiedenfelt," and of Prof. Coleman, of Victoria College, Cobourg. A little further down, on a large island at the left, known here as "McDonald's" (on our map "Hog Is."), is "Riverview," the summer place of Rev. Prof. Mowat, of Queen's College, Kingston. Just in front and below, on a small island, is the home of Mr. McDonald, a resident here, from whom the larger island probably has its name. As we emerge from the narrow channel, along which we have passed for two or three miles, if we look away about half a mile to the right, we may observe quite a considerable island marked on our map "Quarry I.," but known here as "Granite Island." It has been worked to a considerable extent for a species of red granite, which resembles that used in our cemeteries, and called "Scotch" or "Aberdeen" granite, which we believe is imported from Scotland. There is on this island a summer place called "Dorasdale," owned by Mr. R. Forsythe, of Montreal. On "Hay Island" which lies beyond and farther east, is a farm of probably a hundred acres, long in cultivation, and noted for the abundance of the product which gives its name. There is upon it a large boarding-house or sort of summer hotel kept by Mr. Duetta. As we swing around toward Gananoque, now in full view, into the more open water, we pass on the right at a little distance a small island on which are three cottages owned by Mr. Donevan, of Gananoque; Rev. Wm Hall, principal of "Ladies' College," Montreal, and Mr. Taylor, of Gananoque, from the last of whom the island takes its name. Just to the eastward, "Tidd's Island," of some thirty or forty acres, was for many years a favorite place for picnic dinners by parties in yachts from the American side. Within a few years it has been opened as a place of resort, a sort of incipient town, probably much the same as some of the parks on our side. It is known as "Fremont Park," and is said to be much frequented by many from a distance every year; but we have no information as to its organization or management.

During the entire passage through this beautiful group, which is named on the early English charts the "Admiralty Islands," we catch occasional glimpses of the three light-houses which serve for the guidance of navigation through the recognized Gananoque channel farther to the left. Our own craft, however, does not seem to pay much attention to these, but winds along the narrow straits in a manner to bewilder any but the most experienced pilot. There is a well defined channel, which, though in places is exceedingly narrow, has sufficient water to float safely much deeper vessels than ours. The soundings marked on the charts are from twenty-five to fifty feet. But it is exceedingly tortuous, first to the right, then to the left, then straight ahead, then around a rocky point near enough to seem terribly dangerous, were we not so absorbed as to forget all else in our admiration of the ever-changing landscape which at every turn presents new features of loveliness. Finally we emerge into the open bay in front of Gananoque, of whose steeples we have for some time had occasional glimpses between the islands, and make a landing on Canadian soil.

GANANOQUE

is the nearest Canadian town of any size to the great body of the Thousand Islands. It is nearly opposite and about five miles in a direct line from Clayton, and ten or twelve miles from Alexandria Bay, though it requires a ferriage of nearly double that distance from either, on account of the winding passage made necessary by intervening islands. It is situated at the mouth of a river bearing the same name, which was the original natural discharge for a considerable number of small lakes lying some miles to the northward. The Rideau Canal, which joins the St. Lawrence at Kingston with the Ottawa, diverts the water from some of them for the use of its higher levels, so that the stream is probably not so large as it would be if it received all that naturally belonged to it. It is, however, sufficient for moving a considerable amount of machinery. The water is used twice, and is employed for flouring and saw mills and also for the various purposes of manufacture, chiefly of nails, agricultural implements, furniture and various hardware supplies. The dams which give the falls are situated in the village, above which the stream is navigable for skiffs, with only one other portage, fifteen or twenty miles to some of the lakes which are its sources of supply. As these abound with fish and game they are often visited by sportsmen from the American side, who report the lakes to be of great beauty, and sport, both in hunting and fishing, excellent.

Gananoque has a population of about three thousand inhabitants, with five churches of different denominations. There are several hotels where sportsmen on the river occasionally stop, as the fishing in front is said to be the best in the St. Lawrence, but there has been no sustained effort to direct attention to it as a place of summer resort, and the sportsmen who frequent its waters are mostly in parties from Clayton,

Alexandria Bay and other places on the American side. The main line of the Grand Trunk Railway passes about two-and-one-half miles north, but has a branch to the town and a station immediately on the wharf at which we land. The principal business access has, however, hitherto been by the steamboats navigating Lake Ontario, which call here on the passage up or down the river.

Leaving Gananoque our course is at first over a considerable stretch of open water, across which the Gananoque channel, so called, is marked by a light-house and beacon, known as "Jack Straw." These serve both to mark hidden shoals and as a guide for the egress of the navigator across and out of the apparently land-locked sheet of water which stretches away on both sides. After passing between the light and beacon, our boat leaves the usual channel, which we can see marked by another light off to the right, and plunges into the depth of

HALSTEAD'S BAY,

from which seemingly there is no outlet, being to all appearances completely shut in. When, after passing dangerously near some small rocky islets, we seem within a few rods of landing upon a low rocky point directly in front, a sudden turn to the right opens a straight but narrow estuary along which we obtain a clear view a mile or more directly ahead. What had before appeared in a solid mass as a continuous point of the main-land, melts into an island cluster, among which, as we progress, we catch glimpses of varied and intricate channels in every direction. From the contracted channel along which we now sail, other passages open and mingle in a labyrinth seemingly almost interminable. Once almost grazing a round rock that rises on our left, much in the shape of a haycock, and not much larger, we almost instinctively listen for the shock of the boat striking as she passes. But our course is straight on, though in a channel often exceedingly narrow, but almost as direct as a surveyor's line, till finally emerging from a strait between two high rocks, where one could easily toss a pebble to either shore, we enter the more open and usual channel where a sharp turn to the left shows us a light-house about two miles ahead, a wide stretch of water dotted with islands all about, but no visible opening through the forest-covered, rock-bound land, which to all appearance completely blocks the way. Wells Island lies to the right, the Canada main on the left, on both of which a few scattered farm-houses and fenced fields betoken partial cultivation. Just before reaching the light-house a little cluster of islands appear on the right, and just past this the shore of Wells Island rapidly recedes and appears to meet the land from below at an exceedingly rocky and precipitous part near the end of a narrow bay. No definite opening is here visible in that direction, but a reference to the map shows a narrow passage, which is really not more than a man's long leap across. It is the "Inlet to the Lake of the Island," down which the water

rushes with a current sufficient to turn a mill, which might there be built with one end each in Canada and the State of New York, and not be a very large mill either. The magnificent cluster in front and on both sides is considered one of the finest, if not the very finest, in the St. Lawrence. The islands are generally well wooded, and you will think them gems of the first water. The entire Canada water at this point is not much more than a mile in breadth and gradually contracts for about one-and-a-half miles to less than half a mile, and in that space are about eighty islands, some of which are of considerable size and in partial cultivation. They seem as if placed here for the express purpose of damming the stream and disputing the passage of the water, which, however, finds its way in many narrow and intricate passages, generally with a rapid and eddying current to the open water below. From the broad



INLET TO LAKE OF THE ISLAND.

channel in which we have been sailing we enter a narrow pass of troubled waters, between the beetling bluffs of "Ash Island" and Lyndoe Light-house, situate on a small island of not more than one acre. Our way is for a short space between these almost perpendicular rocks, crowned with forest growth on one side and islands of the greenest and freshest foliage on the other. A little white cottage, the residence of the light keeper, shows itself like an apparition and vanishes like magic. We catch glimpses of little spots of beauty which change and are renewed like the pictures of a kaleidoscope. A mile of such sailing from the light-house, and the boat swings again to the right and enters a narrow strait, whence for a moment she emerges at the end of a broad sheet, bounded by islands which are covered by a forest growth of the greenest

verdure, but only immediately with another sharp turn in the contrary direction to enter with the seething current into another and narrower strait, where you are almost startled with the appearance of a little island right under the bow, past which the water is rushing as from a broken mill dam. This is the vicinity of the

FIDDLER'S ELBOW,

probably so called from the sudden and rapid turns necessary to its navigation, although there is a tradition that on some fine summer afternoons the sweet sounds of a violin have been heard, and some keen eyed sight-seers have even pretended to discern the appearance of an old man with something that looked like a fiddle, accompanied by a small boy, on a cliff at the head of an island upon which it is known that a light-house formerly stood. But whether it be the ghost of some departed keeper of the light-house, or musical genius who may formerly have presided at the rural merry-makings of the neighborhood, or a creature of veritable flesh and blood, no one seems able to give any account. The locality, however, is probably more celebrated for its marvelous loveliness than any other portion of the St. Lawrence. Its numerous and intricate channels and hidden recesses are only known to the most experienced boatmen and fishermen. It was Capt. Visger, we believe, who first gave this particular part of his trip the name of the

LOST CHANNEL.

What particular private information the captain may have possessed of its former navigation is more than we are able to divine. The only record of its use, which, after long research, we have discovered is in the account of the celebrated voyage of Captain Jasper Western, who must have passed through it in the noted expedition of the "Scud," from Oswego, for the relief of the log fort that was hidden among the islands as far back as the time of the "Pathfinder" in the old French war, for the particulars of which, with the account of its discovery and capture by a party of Indians under the renowned French captain, Mons. Sanglier, we refer to the most interesting and romantic histories of the Life of Leather Stocking, the Border Scout, written by Mr. Fennimore Cooper. It will be remembered by those familiar with those most veracious chronicles that after the re-capture, which was successfully effected by the skill of the "Pathfinder," aided by the prompt reappearance of Capt. Western in the "Scud," the fort was abandoned and the military defenses destroyed, as no longer of value. It is of course to be inferred that at the same time all knowledge of the proper approaches was purposely lost, and we surmise it has never since been discovered till Captain Visger, in his zeal for exploration of all the hidden recesses of the islands, for the delectation of his passengers, searched it out in the "Wanderer." It is almost certain that the block-house fort must have been somewhere in this vicinity,

from the very sufficient reason that no other is so admirably adapted to the purpose for which it was built, and no other has ever been discovered; and here it is certain that neither the French captain nor even his Indian allies would ever have found it but for the rascally treachery of Lieutenant Muir, an English officer who accompanied the expedition with the real design of betraying it to the French, but covered his nefarious purpose with the pretense of making love to Mabel Dunham, the pretty daughter of the sergeant in command of the party. It is to be regretted that no amount of research has yet discovered the ruins of the log fort, or exactly identified the spot where these notable events transpired, and it is hereby suggested that a promising field is here open for the labors of amateur antiquarians, where more minute researches might be as amply rewarded as were those of Jonathan Oldenbuck in his famous exploration of the Kalm of Kinprunes.*

As we emerge from the cluster of the "Fiddler's Elbow," we come into view of Grenadier Island Light-house, the same seen at Alexandria Bay before starting. A few houses and fences are to be seen upon the shore of "La Rue," the large Canadian island at the right, but the main, which is now visible on the left, is high and in many places precipitous. Only a single house with a dock on which is piled wood, ready corded, for sale to passing steamers, relieves the almost unbroken wilderness shore. Just below this, which is known as Darling's wharf, the captain, if the day is sufficiently quiet, will let you hear a very distinct and distant echo, produced evidently by the return of the sound of his whistle from the perpendicular rock just opposite.

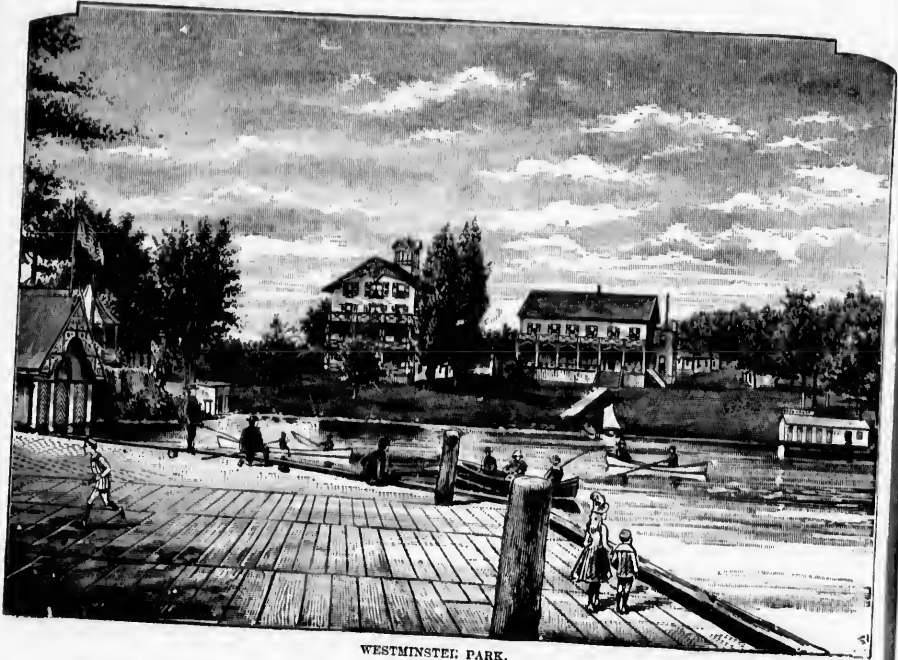
Along down this usual Canadian channel, past both La Rue and Club Islands, some signs are manifest of the cultivation of the land in small patches between the rocks on both sides of us. Swinging short around the foot of Club Island, in front of a little Canadian hamlet, very appropriately named Rockport, we soon leave Canadian waters, and catch a view of several cottages and the hotel on

WESTMINSTER PARK,

at whose dock we make our last landing before returning to Alexandria Bay. The name is at once suggestive of something Presbyterian, but we can assure the reader that there is nothing unpleasantly "blue" about this park. The association was formed principally by gentlemen in sympathy with the Presbyterian church, but its gates are always freely wide open to every one. The organization was formally effected and land purchased in September, 1877, and during the fall of that year work was commenced in clearing and opening avenues through the dense forest growth which covered a large part of the grounds. Lots were laid out and a considerable number sold in the spring of 1878, at which time a hotel

*Scott's "Antiquary."

was erected and the park opened to public use. Its growth has not been so rapid as that of the Thousand Island Park, having lacked the concentration and energy of denominational purpose which characterized the other. Whether it is because Presbyterians have not the push, and energy, and combined effort, and shouting power of their Methodist brethren, or because they are naturally slower and more conservative, we do not pretend to decide. Little effort has ever been made here in the way of inaugurating

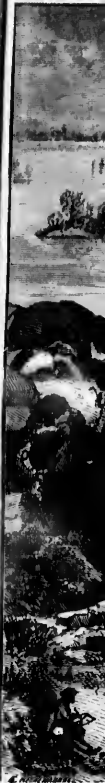


WESTMINSTER PARK.

meetings, and bringing noted speakers to draw the crowds, only a Sunday School convention for a week having been held in 1879. The trustees have rather sought to make it a place where individuals and families, who desire, may find and enjoy a quiet home, with abundant room to ramble, or ride through the extensive avenues, for which purpose carriages are at hand for those who desire to use them.

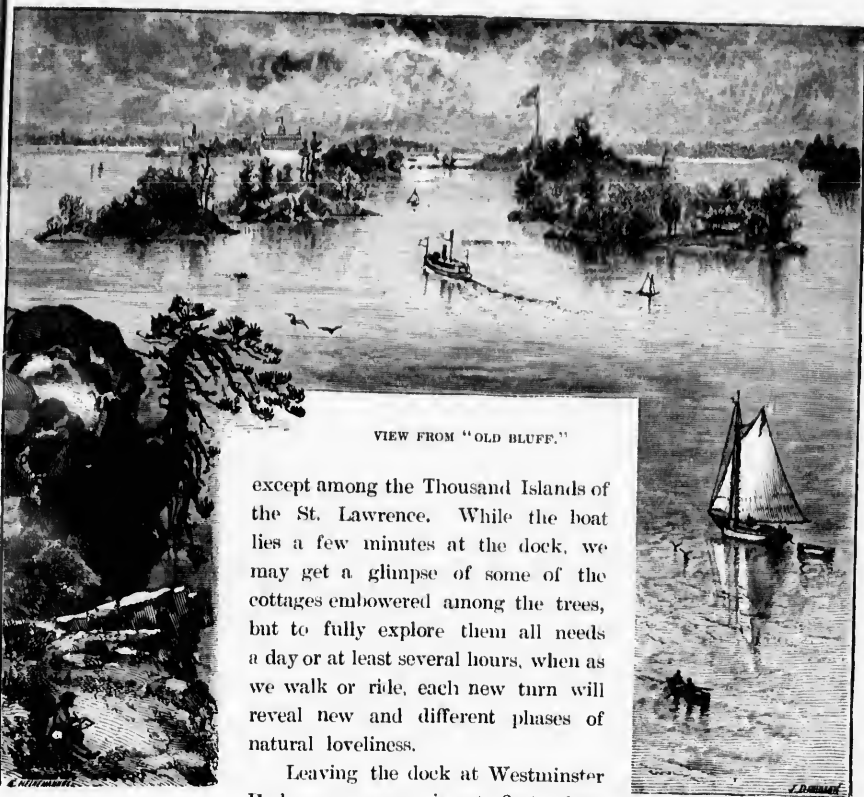
The grounds have been opened but just sufficiently to develop the possibilities of the future. They afford views of forest and water in every conceivable variety, and on the higher points, of great extent. The growth has been considerable, solid, and of good material, but from the great extent of the grounds is not so obvious at a single glance as if the improvements were more concentrated. Some fine cottages and residences have been built, which, with the Park House, generally accommodate a population of several hundreds during the summer months. The trustees

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have large faith that this is yet to be *the Park* of the Thousand Islands. In its natural features, and the great variety of its surface and scenery, it is thought by some much to resemble the great Central Park of New York City, but the large circuit of its water boundary, and the greater height of its eminences and rocky precipices, with the great extent and variety of its natural forest growth, give it the advantages of mingled and various views of land, water and foliage nowhere else to be seen



VIEW FROM "OLD BLUFF."

except among the Thousand Islands of the St. Lawrence. While the boat lies a few minutes at the dock, we may get a glimpse of some of the cottages embowered among the trees, but to fully explore them all needs a day or at least several hours, when as we walk or ride, each new turn will reveal new and different phases of natural loveliness.

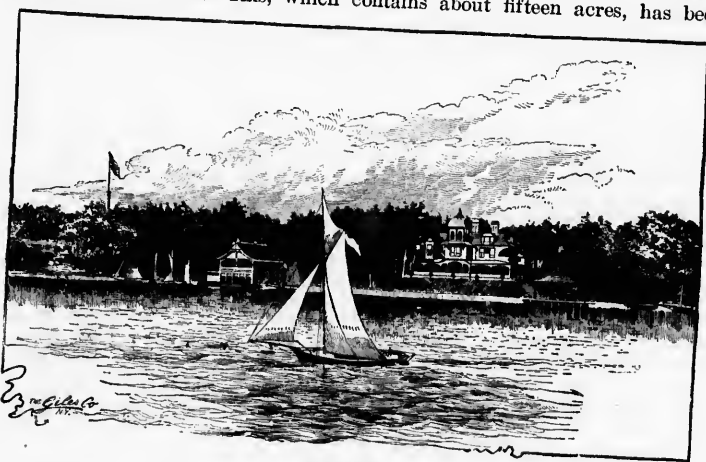
Leaving the dock at Westminster Park our course is at first along

its northerly shore, a rocky bluff of some forty or fifty feet in height, upon whose summit may be seen some elegant residences but half hidden in the forest which crowns it. Instead of doubling the cape at the foot of Wells Island, and turning directly toward Alexandria Bay, as was done in former years by the old "Wanderer," the route is now prolonged by continuing down among some small islands belonging to Canada, till we pass in front of the high and precipitous rocks of "Old Bluff," from whose summit, on a clear day, at least sixty different islands are visible and may be counted by any one sufficiently familiar with the river

But very soon after passing it we begin to swing around to the eastward in the direction of

"THE CHAIN,"

the last cluster of small islands between the Canadian and American channels. Passing Grenadier Light-house, within a few hundred yards at the left, we are soon among some small islands that have been improved with much taste and with handsome houses for summer homes. The finest places are probably those of H. E. Packer and Robert Packer,* sons of the late Asa Packer, president of the Lehigh Valley Railroad and Coal Company, and largely connected with the coal and iron interests of Pennsylvania, and Chas. Cummings, of New York City. These gentlemen have expended large sums in building and beautifying their islands. Among the ornamental structures is a very handsome arch iron bridge joining two islands, under which the smaller class of our steam yachts pass freely, and which is reported to have cost not less than five thousand dollars. The islands are named "Sport" and "Little Lehigh." On the left "Arcadia," with a house on high ground at its head, is owned by S. A. Briggs, of New York. Next above is "Summer Land," the largest island of the cluster. This, which contains about fifteen acres, has been



HAYDENS.

purchased by a company of gentlemen, mostly from Rochester, N. Y., who have already erected twelve or fifteen cottages, and more are in contemplation. But most of those are on the other side of the island fronting the main channel, and are not visible from the boat as we pass up on this side.

"Idlewild," between which and "Little Lehigh" we pass, is owned by Mrs. R. H. Eggleston, of New York. At the left as we pass up, we have "Lotus Land," "Douglass" and "Deer" Islands. The first has a small

*NOTE.—Both these gentlemen are now deceased, but their families continue to own and occupy the islands.

house on elevated ground; the others are unimproved, Deer Island being some forty or fifty acres in extent

At the right we pass successively "Proctor" and "Little Fraud," each with a small cottage. Above these, and very near the last, is "Fairyl-land," an island of some twenty acres, on which the Haydens, father and sons, of Columbus, O., have made and are constantly adding to improvements upon their summer homes, of an extent and variety nowhere else surpassed in this vicinity. Three fine residences front the water, whose surroundings have been beautified with an untiring care, and at an expense which must have already reached far into the thousands. Boat-houses and other conveniences for the enjoyment of life upon the river are by the waterside, while a fine tower for outlook, surmounted by a flag-staff, crowns the summit, and windmills raise the water from the river into tanks whence it is distributed for irrigating lawns, and the supply of every conceivable want.

Our trip now draws to a close. We pass near the foot of an island, formerly known here as Steamboat Island, on which for several years stood a small hunting and fishing lodge, owned by A. E. Hume, Esq., an English gentleman of leisure and sporting taste, who was said to have been formerly engaged in business, at Charleston, S. C., but who for several years almost made his home in the vicinity of Alexandria Bay. He called the island "Plantaganet." But in 1882 the hunting lodge gave place to a more pretentious erection. The island was sold to Judge Chas. Donahue, of Brooklyn, N. Y., who has made the most extensive and elaborate improvements in grading, and erected a large house with all the modern conveniences, finished throughout in a style second in beauty to none, for a summer residence of the best class. Judge Donahue has also, we believe, baptized the island with the name of St. John's.

Shortly beyond this we pass quite near enough for a good view of "Manhattan," Judge Spencer's elegant summer home, before referred to. We obtain a distant view of "Long Branch," owned by Mrs. Clarke, of Watertown, who visits and entertains hosts of friends here, and nearer, of "Point Marguerite," the summer place of E. Anthony, Esq.* The latter gentleman has about twenty acres of land lying contiguous to the shore, where he indulges his taste for country life in directing the cultivation of garden and grounds. He is, however, better known among photographic and picture men as an early discoverer and successful operator in photography, and edits a monthly journal devoted to it. He probably made some of the first, perhaps the very first sun pictures ever produced in America. He is now the head of the oldest and most extensive house in the country for the supply of instruments and materials to that line of art.

Just above Mr. Anthony's place, a large and handsome house with corresponding improvements, built in 1885, is understood to belong to C. I. Hudson, Esq., a broker in New York City, and is called "The Ledges."

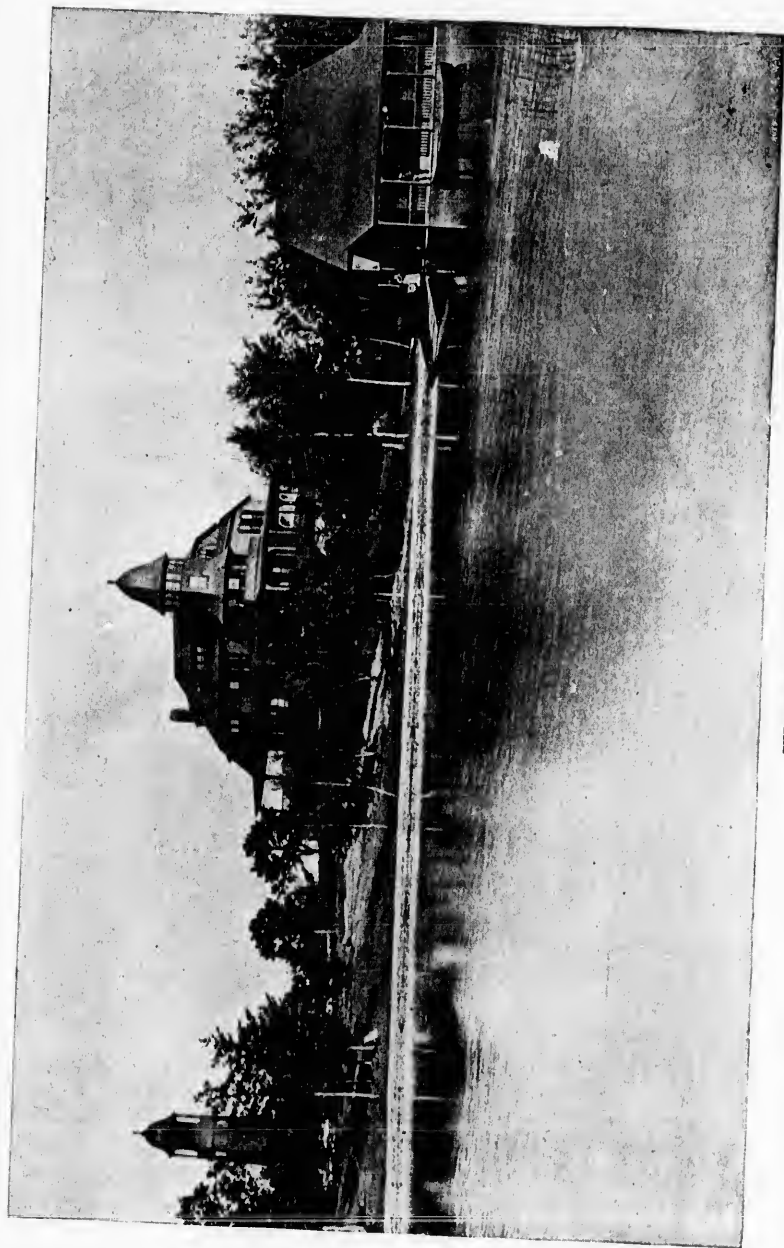
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THE LEDGES, ALEXANDRIA BAY.

We pass quite near the light-house and directly in front of Bonnie Castle, landing in good time, and with an appetite sharpened for supper by the bracing and life-giving breezes of the St. Lawrence.

The trip has given us all a rare and inexpensive treat, not soon to be forgotten, and we instinctively resolve to repeat it at the first favorable opportunity.



POINT MARGUERITE



THE LARGEST FAMILY HOTEL OF
THE UPPER ST. LAWRENCE
RIVER.

RECENTLY ADDED MANY IMPROVEMENTS:

NEW BATH-ROOMS.

ELECTRIC LIGHTS THROUGHOUT THE HOUSE.

BEST ACCOMMODATIONS FOR BOATING AND FISHING.

FIRST-CLASS ORCHESTRA DAILY.

FINEST FRENCH COOKING.

MR. JOSEPH DORSEY, FORMERLY FROM BARNUM'S HOTEL,
BALTIMORE, WILL HAVE THE GENERAL SUPERVISION.

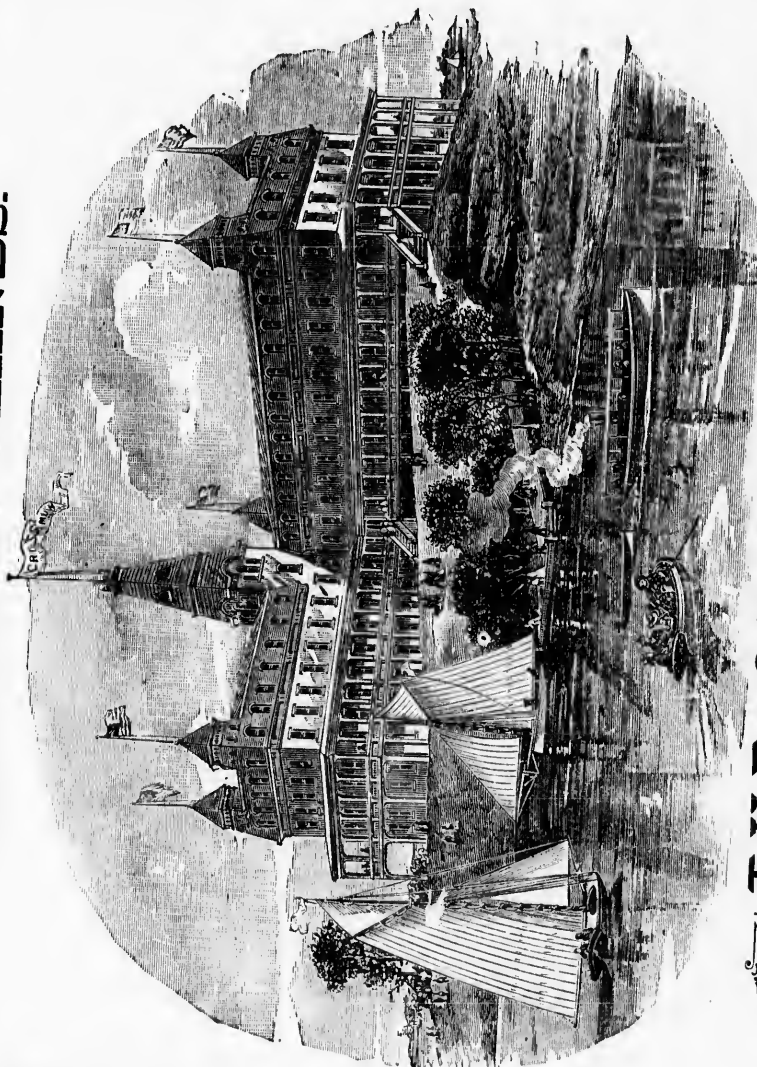
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THOUSAND ISLANDS.

Sen
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This handsome House is surrounded on two sides by the River St. Lawrence dotted with Islands. It contains an elevator, bath-rooms with hot and cold water on every floor, and lighted throughout with Gas.

THOUSAND ISLANDS.



THE CROSSMON.

Send for an illustrated Circular containing a SHORT HISTORY of the Thousand Islands. Address,

C. CROSSMON & SON, ALEXANDRIA BAY, N. Y.



“THE FRONTENAC,”

On Round Island, St. Lawrence River,

Two miles from Clayton.

JEFFERSON COUNTY, N. Y.

It is one of the best appointed, most convenient and comfortable of summer hotels; has all modern conveniences, an elevator, wide halls, high ceilings, large rooms, steam heat; hard-wood floors in parlors for dancing.

Every room in the house commands a pleasing view of the river. Much of the best fishing is found in the immediate vicinity.

Bowling, billiards, tennis courts, etc. Music throughout the season by a full orchestra. Telegraph, express and railroad ticket offices and post-office on the premises.

Will open June 26th, and remain open throughout September.

For information, rates, plan of rooms, etc., address :

J. W. ALMY, MANAGER,

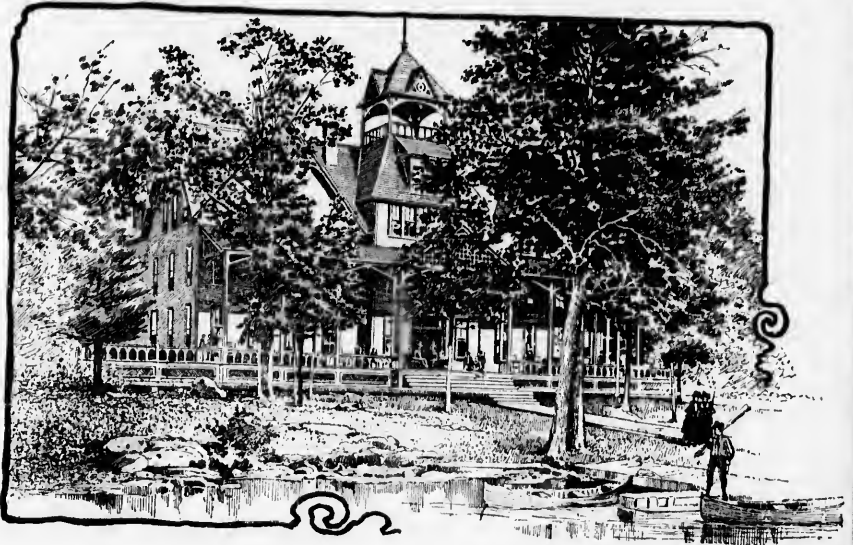
Frontenac, Jefferson Co., N. Y.

Parties wishing to purchase Lots or rent Cottages, will receive full information from J. P. SNIDER, SUPERINTENDENT.

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CENTRAL PARK HOTEL,

Thousand Islands, St. Lawrence River.



WHY YOU SHOULD STOP AT CENTRAL PARK, 1000 ISLANDS.

- 1st. Its location, being midway between 1000 Island Park and Alexandria Bay, gives easy access to all points of interest by steam at any hour of the day.
- 2d. It has a beautiful grove, lovely outlook, river channel narrow, with deep, indenting bays, not only affording pleasant views, but good fishing and safer BOATING AND BATHING than any other point on the river.
- 3d. The Park has a FINE ROADWAY to the mainland, giving opportunity for pleasant drives in the country.
- 4th. The NATURE OF THE SOIL is such that, however wet or rainy, you are never troubled with mud, nor in dry weather with dust.
- 5th. Its system of water-works and sewerage is first-class, and its WATER SUPPLY DRAWN from a strong current above the Park.
- 6th. It has a fine hotel, just completed, with all the modern improvements, and, with cottages adjoining, can accommodate 250 guests.
- 7th. The guests of the hotel, by its construction, OUTSIDE STAIRWAYS, etc., are absolutely secure against any danger from fire, without resort to ropes.
- 8th. A fine orchestra and other musical talent have been secured for the season, and dancing, lawn tennis, billiards, etc., are among the amusements provided for.
- 9th. The table will be supplied with all the delicacies of the season, and well served.
- 10th. The rates are \$2.00 to \$2.50 per day, or \$10.00 to \$15.00 per week, according to rooms. Reduced rates for June and September. One-half rates for children and nurses. Telegraph and telephone offices in the hotel.

CENTRAL PARK ASSOCIATION.

B. B. TAGGART, President.
 O. G. STAPLES, Vice-President,
 J. ATWELL, Jr., Secretary,
 S. T. WOOLWORTH, Treasurer.
 W. G. WILLIAMS, } Executive
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Address,

H. F. INGLEHART,
PROPRIETOR.

P. O., Alexandria Bay, N. Y.

Cornwall Brothers'

TICKET AGENCY,



ALEXANDRIA BAY, N. Y.

Tickets for Montreal, Quebec, Tadousac, Ha-Ha Bay, Gulf Ports, Halifax, St. John, Portland, Boston, White Mountains, Lakes Champlain and George, Saratoga, New York, and all points East and West, sold at

LOWEST EXCURSION RATES.

Secure Your Tickets Before Taking the Steamers, and Save Difference
Between Local and Excursion Rates.

OFFICE AT

STONE STORE, STEAMERS' LANDING.

Also Agents of American Express Company,

AND DEALERS IN

Fishing Tackle, Camp, Island and General Merchandise.

Steamer "NEW ISLAND WANDERER"

leaves for a fifty-mile trip among the Islands at 8.00 A.M. and 2.15 P.M.,
returning at 11.30 A.M. and 5.45 P.M.

DISTANCES FROM ALEXANDRIA BAY.

To Niagara Falls.....	250 miles	To Oswego.....	160 miles
Montreal.....	107 "	New York, via Montreal.....	350 "
Watertown.....	28 "	Brockville.....	24 "
Ottawa.....	88 "	Plattsburg, via Montreal.....	249 "
White Mountains.....	267 "	Quebec.....	347 "
Portland.....	494 "	Albany, via Montreal.....	447 "
Saratoga, via Montreal.....	379 "	Boston, via Portland.....	647 "



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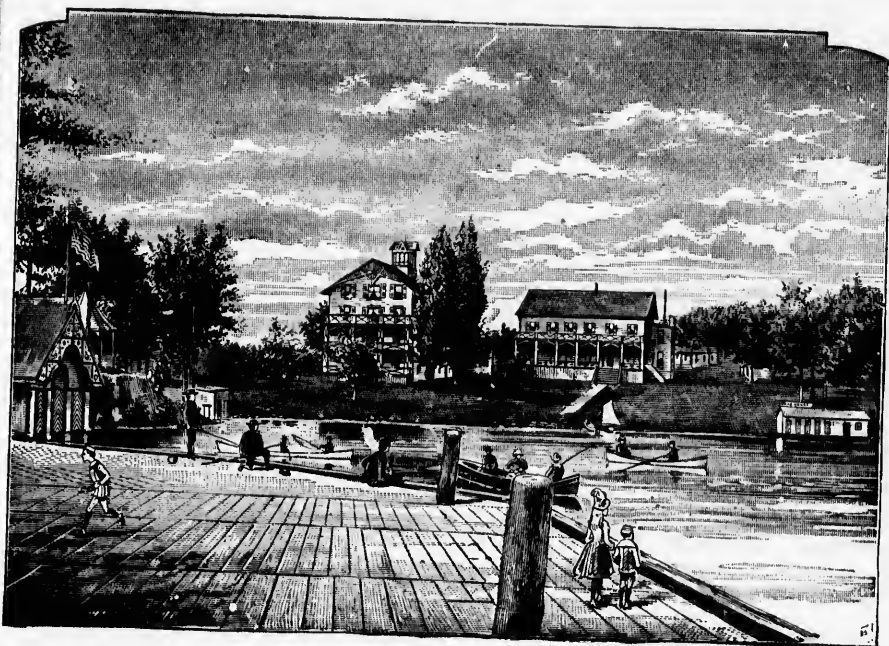
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WESTMINSTER PARK HOTEL,

Westminster Park

OPPOSITE

Alexandria Bay.



HARPER'S MAGAZINE, Sept., 1881, says: "Finest location in the Thousand Islands." This spacious Hotel is situated on the beautiful bay near the entrance to the wonderful "Lake of the Island," lately refurnished throughout with new furniture. The hotel is 250 feet long, four stories high, with broad Verandas, spacious Parlors and Dining-rooms; is connected with Alexandria Bay by ferry every thirty minutes. Bowling, billiards, croquet, lawn tennis and other amusements. Boats, fishing tackle, cots, hammocks, etc., for sale or rent. Terms: \$2.00 to \$3.00 per day; special rates to families and parties. Address

H. F. INGLEHART, PROPRIETOR,
WESTMINSTER PARK,
ALEXANDRIA BAY, N. Y.

MARSDEN HOUSE,

Alexandria Bay, N. Y.



First-class in all particulars. Sample Rooms. Good Barns attached, also a first-class Fruit, Confectionery and Ice Cream Parlors and Bakery in connection with the House. Prices low.

G. A. MARSDEN, PROPRIETOR.

REVERE HOUSE,

BROCKVILLE, ONT.

ENLARGED, refurnished, and lighted throughout with Incandescent Lights and furnished with all modern improvements found in best Hotels. Eighteen miles from Charleston Lake, the home of Black Bass and Salmon Trout. Fishing parties will find the Revere a good place to stop at, and all necessary information given that will insure good sport.

JOHN C. BANN, Proprietor.

ST. LAWRENCE HOTEL

ALEXANDRIA BAY, JEFFERSON CO., N. Y.

FIRST-CLASS \$2.00 A DAY HOUSE.



Good accommodations for Commercial Travelers. Special attention given to Summer Tourist and Fishing Parties; the best of men, boats and tackle always on hand. Good and commodious barns attached.

FRED. D HOWELL,

PROPRIETOR.



THOUSAND ISLANDS.

RIVER ST. LAWRENCE.

THE NEW WINDSOR,

W. P. HAWES, Manager.

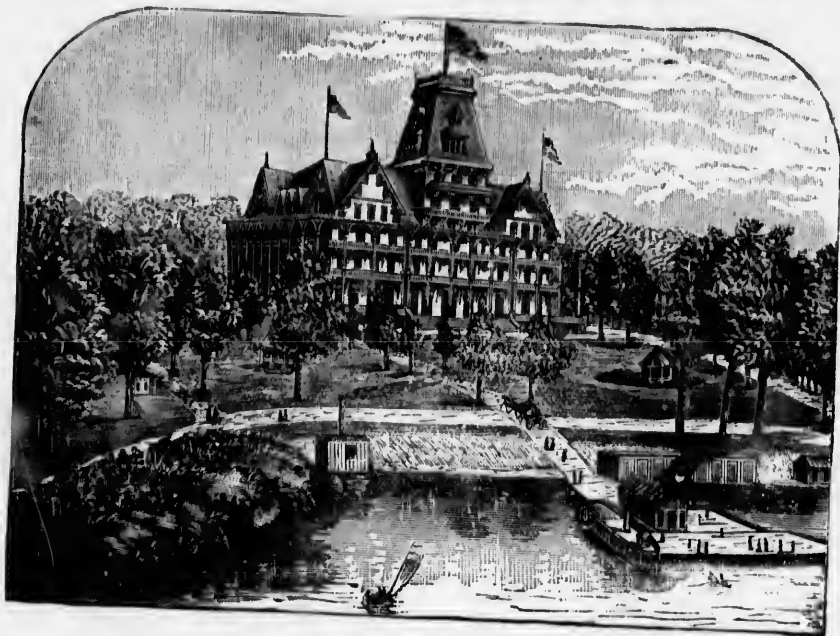
CLAYTON,

NEW YORK.

Good Boats and Experienced Oarsmen.

This Hotel has been newly rebuilt and furnished throughout, is located centrally, with magnificent river frontage, within fifty feet of the St. Lawrence, affording beautiful views of the River and Islands from its verandas. Is guarded against fire, and is supplied with hot and cold water. Tourists and pleasure seekers will find this a first-class Hotel.

Thousand Island Park Hotel.



The most central and pleasantly situated Hotel on the River St. Lawrence.

THIS very popular summer hotel will be opened for the reception of guests June 15th. It inaugurates its seventh season under the management of S. V. Warner, who has a wide and favorable reputation as a hotel manager.

The hotel is located on the famous Park from which it derives its name, situated on Wells Island, St. Lawrence River, in the midst of the famed "Thousand Islands"

Being thoroughly and substantially built, the hotel is known for its architectural beauty and solid strength. It has a broad veranda, sixteen feet wide, extending around the building on three sides. Above this are wide balconies for the second and third floors, also a tower 150 feet high, from which a view of the river, with its "countless island gems," as well as the varied scenery of the surrounding country, can be had. The building is supplied with all modern conveniences, as gas, electric bells, baths, etc. Its rooms are high and airy, with double French windows (doors) opening on the veranda or balconies.

There are four flights of stairs located at the extremities of the building, which, together with the French windows and balconies, constitute the best of fire escapes, making it practically impossible to imperil the lives of guests in case of fire. Its dining-room is one of the largest and finest in the country. The hotel has accommodations for 400 guests. Rates reasonable. Table board furnished.

FINE FISHING TO BE HAD IN THE VICINITY.

A boat livery is connected with the Park, where competent oarsmen can be found at all times. All who are now arranging for their summer vacations are requested to write for terms, stating accommodations required. Address,

S. V. WARNER,
THOUSAND ISLAND PARK, **NEW YORK.**

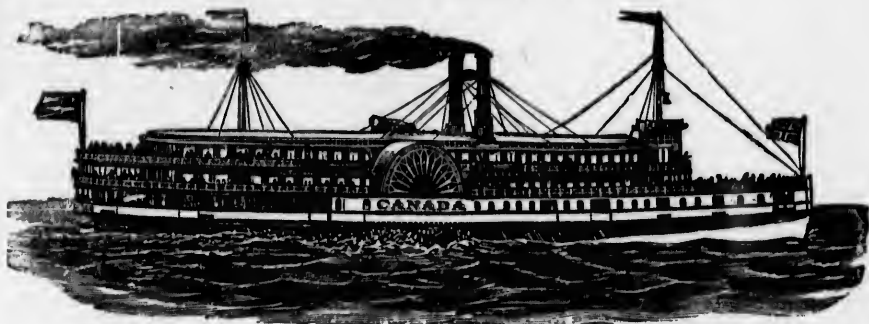
The River St. Lawrence Pleasure Route.

The Richelieu & Ontario Navigation Company's

ROYAL MAIL LINE OF STEAMERS BETWEEN

Toronto, Montreal, Quebec and the Saguenay River.

OVER 1,000 MILES UNDER ONE MANAGEMENT



"PASSPORT," Captain Sinclair. "SPARTAN," Captain Garrett.
"CORSIKAN," Captain Wm. Ada. "ALGERIAN," Captain Batten.

COMMENCING MONDAY, JUNE 2, the above will run daily (Sundays excepted), leaving Montreal at 10.00 a.m. for Toronto, calling at intermediate ports; and on and after June 2d, until September 15th, will leave Toronto for Montreal daily (Sundays excepted), and thereafter to September 30th, tri-weekly, on Mondays, Wednesdays and Fridays at 2 p.m.; calling at Bowmanville, Port Hope, Cobourg, Kingston, Clayton, Round Island, Thousand Island Park, Alexandria Bay, Brockville, Prescott, Cornwall; arriving at Montreal at 6.30 p.m., connecting with the large palatial steamers

"QUEBEC" and "MONTREAL."

Lighted throughout with electric lights, newly renovated and richly upholstered, furnished with all the modern improvements for speed, comfort and safety, and replete with every luxury. The only direct daily line between Montreal and Quebec, affording travelers a full night's rest in elegant and commodious state rooms. Leaving Montreal every evening (Sundays excepted) at 7.00 o'clock, and returning from Quebec at 5.00 p.m., calling at intermediate ports; arriving at Quebec at 6.00 a.m. Connecting with the Intercolonial Railway for the Maritime Provinces, and with the Company's magnificent steamers

"CANADA" and "UNION,"

Specially outfitted and refurnished throughout, to run between Quebec and the River Saguenay. The large and commodious Bessemer steel steamer "Canada" has been put on this route, and will afford tourists unsurpassed accommodations; thus forming one of the longest lines of Inland Water Communication on the Continent, which, for variety of scenery, cannot be surpassed, if equaled, in the world. All the Rapids of the River St. Lawrence are run under the guidance of old and experienced pilots.

Tickets and all information may be obtained from the principal Railways and Ticket Offices throughout the United States and Canada.

ALEX. MILLOY,
TRAFFIC MANAGER.

JULIEN CHABOT,
GENERAL MANAGER.

Rome, Watertown ^{AND} Ogdensburg R. R.

IMPORTANT FACTS.

THE public is respectfully informed that by taking the Rome, Watertown & Ogdensburg Railroad to Clayton (to which point solid trains are run from Niagara Falls, Suspension Bridge, Rochester, Charlotte, Oswego, Syracuse and Utica), from four to twelve hours in time, and from ten to fifty miles in distance, may be saved en route to St. Lawrence River points, the White Mountains, Sea-coast resorts of Maine and Canada. These solid trains carry elegant coaches and Wagner Palace Drawing-room Cars on day trains, and Sleeping Cars on night trains; they run direct to steamboat dock at Clayton, and make immediate connections with the palace steamer "St. Lawrence," the queen of the fleet of seven steamboats running in connection with the R., W. & O. R. R., and the largest, swiftest, costliest, and the most comfortable boat on the St. Lawrence River, for Round Island, Thousand Island Park, Alexandria Bay, Westminster Park, and all resorts among the Thousand Islands. The St. Lawrence is now equipped with a new and powerful electric search light, which dispels the darkness of night, making it clear and bright as noon-day. Electric light excursions have been arranged for every night during the summer. First-class meals are furnished on the steamer at price of 50 cents each. Connection is also made at steamboat dock at Clayton, without transfer, with powerful steamers of the Richelieu & Ontario Nav. Co. (Royal Mail Line Steamers) for Montreal, Quebec, the River Saguenay and Lower St. Lawrence, passing all the Thousand Islands and Rapids of the River St. Lawrence by daylight. We wish to emphasize the fact that the steamboats running in connection with the R., W. & O. R. R. are staunch, safe boats, built expressly for, and adapted to, the waters they navigate; that they are not old boats remodeled, nor boats brought from calm and smooth river waters, and therefore unfit for navigation on such a large body of water as Lake Ontario, liable to sudden and violent storms. By taking the R., W. & O. R. R. to Clayton, the traveler avoids the unpleasant and monotonous trip over Lake Ontario, with its inevitable "mal de mer" when the lake is rough, and also the liability to delays and detentions when the lake steamers haul off from their regular trips and refuse to leave their moorings at Charlotte or Oswego, on account of squalls on the lake or tempestuous weather. The fast trains of the R., W. & O. R. R. run every day, unhindered by squalls or stormy weather, and passengers are always certain of making connections. These trains are run to Clayton expressly to avoid the lake trip, and to enable tourists and pleasure-seekers to enjoy among the Thousand Islands, the loveliest river resort in the world, the time thus gained, and which otherwise would be consumed in an uncertain and uninteresting lake passage.

The track has been re-laid with steel rails, the road-bed newly ballasted with gravel and stone, and the train service has been augmented and improved by the introduction of new, heavy and powerful locomotives, especially designed to haul heavy passenger trains at a high rate of speed.

In former years, before the construction of through rail lines to the River St. Lawrence, this business was compelled to go via lake ports, but the R., W. & O. R. R., realizing the great dissatisfaction occasioned by people being obliged to take the lake route, extended its rail line to Clayton, and established there the central point of the St. Lawrence River Steamboat System. Clayton at once became the great objective point for all travel destined to the St. Lawrence River, and the perfect train service, with its steamboat connections, maintained by the R., W. & O. R. R., meets the exacting requirements of all classes of travel.

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