

NORTHERN TOURS.

F. N. LEMIEUX, Communes, Ottawa, Ont.

VOL. I.

MONTREAL, NOVEMBER 1st, 1898.

No. 1.

"Northern Tours."

We shall issue NORTHERN TOURS, commencing January 1st, every month, and will advertise it, for free distribution, in :

The New York Herald, the Boston Globe, the Baltimore Herald, the Cincinnati Enquirer, the Cleveland World, the Detroit Free Press, the Chicago Inter-Ocean, the San Francisco Call, the Toronto Globe, the Montreal Star, as a starter, and will increase as we are warranted.

We feel satisfied from the assistance we have received in preparing this our initial number, and from the interest that has been taken in it, that NORTHERN TOURS will be a success.

Apart from a liberal distribution in the Northern States and Canada, we are sending copies to all the larger hotels (winter resorts) in North and South Carolina, Tennessee, California, Florida, etc., and to the principal hotels in Great Britain. Our representative will deliver a large number personally, and we hope for many enquiries. No pains will be spared to perfect a first-class circulation system—we may mention that already voluntary offers have been made by some of the leading transportation lines to assist us in our distribution to ticket offices.



To the Tourist.

Canada and a portion of the New England states are fast becoming popular with that great and ever increasing army of tourists who each year look about for new fields and sights to visit. The northern country has not only historical interest, but the scenery is second to none on the American continent.

The White Mountains of New Hampshire each year have their full quota of guests. The grandeur of these mighty and lofty peaks and deep valleys leave a lasting impression on all who have visited the region. Magnificent hotels are situated throughout this mountainous region, and everything that tends towards the comfort and pleasure of the tourist is thought of.

Canada however seems to be forging ahead as a summer tourist resort, and in many localities, during the season of 1898, this traffic has increased fifty per cent. over the corresponding period in 1897. Among the popular and interesting points in Canada may be mentioned Quebec, aptly styled "the Gibraltar of America," whose quaint buildings and mediæval ideas in the construction of its fortifications are a source of curiosity and full of interest from an historical point of view. As a well-known writer once said, "Quebec is a bit of Mediæval Old World transplanted to the New."

There are many interesting sights in close contiguity to this city, which attract thousands of tourists every summer. The Shrine of "la bonne sainte Anne" is but a few miles away, and is reached by rail, while a drive of nine miles brings the sight-seer to the Falls of Montmorency. From Quebec, steamer can be taken for the Lower St. Lawrence ports and the far-famed Saguenay River. A few hours north by rail, the Lake St. John District, where the "ouananiche" abounds, can be reached.

The beautiful city of Montreal is visited extensively by the summer tourist. This city is the commercial metropolis of the Dominion of Canada, and has a world of natural beauty and whole volumes of historical romance to delight, instruct and amuse the traveller.

The mighty St. Lawrence River, with its many attractions, is known the world over for its grand scenery and enchanting loveliness, with its raging rapids near its source, and its Thousand Emerald Islands, near Kingston and Gananoque. The trip down the St. Lawrence is one which thousands of tourists take every summer, and each successive year seems to make this route more popular.

What more beautiful sight on the American continent is there compared with the cataract of Niagara. The countless thousands who visit this water fall pronounce it the greatest natural wonder on the American continent.

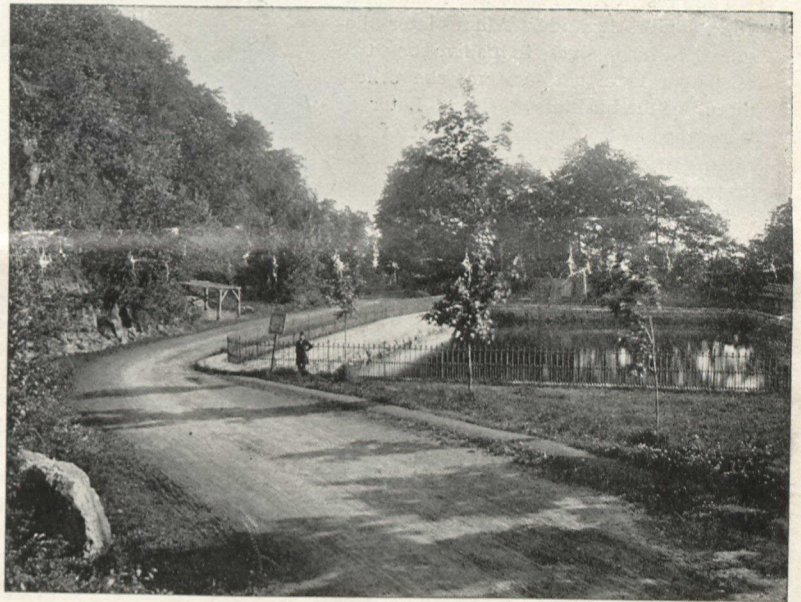
The province of Ontario is not behind in its attractive summer resorts, but is endowed with some of the finest pleasure grounds in America, among which is the Muskoka Lakes District, situated one hundred and twelve miles north of Toronto. Here the hand of man is not in evidence, but nature in all the glory of her unadorned splendor delights the eye with ever-changing vistas of ravishing beauty. This locality is situated at an altitude of one thousand feet above the sea level, and is fast becoming the tourists'

Mecca of the north. Thousands of Canadians and Americans spend the whole summer in this charming region, where they have both cosy and pretentious cottages on the islands with which the lakes are covered.

East of the Muskoka Lakes is that great arm of Lake Huron, called Georgian Bay, with its thirty thousand islands. During the summer months, this part of the country is patronized extensively by the travelling public.

Last, but far from being least, is Toronto, gay, bustling, mirth-loving Toronto!

A beautiful city, with wide, clean streets, massive down-town warehouses of hewn stone thronged with armies of shoppers. Uptown, the residential thoroughfares, each with its bright border of greensward, lined



Mount Royal Park Drive, Montreal.

with avenues of luxuriant shade trees, the leafy horsechestnut and sturdy maple (Canada's emblem), flanked on either side by the mansions of the wealthy, or the cottages of the artisan. Such a city is Toronto, with a background of low, billowy hills, skirted east and west by beautifully laid out parks, pretty rivers and streams, and situated on a splendid harbor. Across the harbor lies the "Island," beyond and around heave and glisten the clear, cool waters of Lake Ontario. Over all, the bright blue dome of an Italian sky completes a picture as fair as one will find on this continent. No wonder is it that this city is year by year increasing in favor as a most fitting place for holding monster conventions, as an objective point for large excursions, and as an ideal abiding place during the summer season.

"Northern Tours."

This publication is intended to push business for all Northern Routes, both in Canada and the United States, and will be advertised in the most prominent papers in both countries. Advertising rates will be placed as low as a first-class publication of large circulation will allow, and service will be made as perfect as a long experience in this line will give.



The Allan Line, Montreal.

Perhaps a bit of history will be interesting here.

The Allans are Scotch, and Alexander, the founder of the steamship line, was born in Ayrshire. Several members of the family were shipmasters, and in the early part of this century Alexander was running a brig from the Clyde to Quebec. The fleet grew with the growth of Canada, and had almost the monopoly of trade from the Clyde.

The present Allan Line was founded in 1820, and Alexander Allan later bequeathed his business to his five sons, two of whom were shipmasters, the others directing the business on shore. Later all were needed in the management of the rapidly growing industry. Hugh and Andrew went to Canada; James and Alexander, Jr., settled in Glasgow, and Bryce took charge of the Liverpool headquarters.

Under contract with the Canadian government for carrying the mails, they built, and in 1854 began running, a line of steamers which took the place of the old sailing vessels.

The company now has thirty-four steamers, aggregating one hundred and thirty-five thousand tons, and working in six distinct services from North America: between Montreal and Liverpool, Montreal and London, Montreal and Glasgow, Boston and Glasgow, New York and Glasgow, Philadelphia and Glasgow, and also a seventh, London to South America.

The new steamers "Bavarian" and "Tunisian" now building by the Allans for the

Montreal and Liverpool passenger and freight trade, will in all essential particulars be duplicates of each other, the specifications for both steamers being the same in all respects. They will be built by two of the best ship-building firms on the Clyde, Messrs. Denny & Company, of Dumbarton, and Messrs. Alexander Stephen & Son, of Lint-house. Their keels are five hundred feet long, their length over all or from knight heads to taffrail being about five hundred and twenty feet, their beam sixty feet, and their depth thirty-six feet, with a registered tonnage of ten thousand tons.

The "Californian," another addition to the fleet, formerly the "State of California," has been run in the service of the Allan-State Line, plying between New York and Glasgow. She is a trifle smaller than the well-known "Parisian," and approximates closely to her in speed.



Quebec as a Fur Centre.



In Quebec may be found the finest assortment of furs on the Continent—rare goods in profusion, and some that can hardly be found elsewhere. For many years, very large purchases have been

made there by tourists—in fact Quebec has become the recognized centre of the fur trade. A treat; to those who appreciate artistic merit, is a visit to the best known fur house in America—G. R. Renfrew & Company, furriers to Her Majesty the Queen, on Buade street, opposite the old Basilica.

Rich robes, rugs and garments of the rarest furs, furs made in every fashionable style, furs in the rough; in a word a collection embracing many varieties which are hard to duplicate. Visitors to Quebec, who have seen no other display than that offered by the ordinary hatter and furrier, can spend an instructive hour in this store, and can depend on a pleasant experience, whether purchasers or not. Many of the employees have at command a fund of information, of real value, where and how the various animals are procured, and incidentally many pleasant tales of hunting experience are related.

The proximity to Labrador and the great fur-bearing regions of the Hudson Bay country is a great factor. Few indeed appreciate the vast territory contributory to such a collection, or the perils and hardships of those who procure them—or the enormous interests at stake, in their care from the time they are caught—until they reach by many stages the artistic garments found in the warerooms of G. R. Renfrew & Company.

By all means, make it a part of your programme—while in Quebec—to visit this well-known establishment.

Lake St. John.

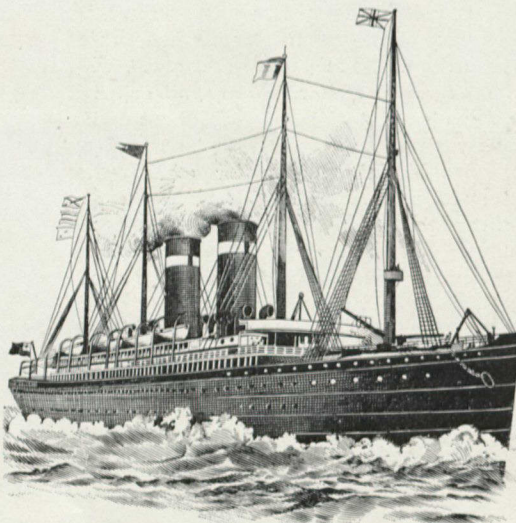
The view of Lake St. John, from the windows of the hotel Roberval, is quite sea-like, and, even in the clearest weather, the vision can scarcely reach to the opposite shore, at the Grand Discharge, a distance of some twenty-five miles. The inland sea is almost circular in shape, being some eighty-five miles in circumference. It is fed by a number of very large rivers, which Mr. Murray declares are well worthy of a volume to themselves, and most of which bear musical Indian names, while all of them swarm with fish. There is, first of all, the Peribonca, or "curious river," over four hundred miles long; the Mistassini, or "river of the big rock," over three hundred miles in length, and nearly two miles wide at its mouth; the Ashuapmouchouan, or "river where they hunt the moose," from two hundred and fifty to three hundred miles long, all flowing in from the north and northwest; the Ouatichouan and Ouatichouaniche, which have been already described, and the Metabetchouan, flowing from the south.

Steamers leave the hotel as required, to carry tourists into the mouths of these rivers, and those who desire to ascend them in birch-bark canoes may find guides, canoes, camping outfits, supplies, fishing tackle, etc., at the Hotel Roberval before starting.

In the months of May and June, excellent ouananiche fishing may be had in the lake, immediately in front of the hotel. From about the end of June, this fishing is good in the Grand Discharge, whither the steamer "Mistassini" crosses daily, from Hotel Roberval to the Island House, a hostelry built on an island of the Discharge, in the midst of the most magnificent scenery, specially for the accommodation of anglers and tourists. It is also well supplied with guides and canoes, is under the same management as the Hotel Roberval, and has accommodation for nearly a hundred guests. The "Mistassini" is a perfectly new, steel framed boat, staunch and fleet, and capable of accommodating four hundred passengers. It is admirably furnished and equipped with everything necessary for the comfort of passengers, and especially of that of the ladies. Her captain claims that he would be quite ready to cross the Atlantic in her. The steamers "Peribonca" and "Undine" are available for excursions to other parts of the lake.

Ouananiche Fishing.

Experienced anglers declare that no other fresh-water fish, excepting perhaps the salmon, affords so much sport to the fly fisherman as the Ouananiche. Anglers and others desirous of learning more about this famous fish, which has the habit of making such extraordinary leaps when impaled on a fly-hook, that it fights nearly as much in the air as in the water, should address a postal card to the *Tourist Department of the Quebec and Lake St. John Railway*, asking for a copy of their illustrated guide, or



should order from Harper & Bros. a copy of "*The Ouananiche and its Canadian Environment*," by E. T. D. Chambers. Meanwhile it may be said that this wonderful fish, which is very abundant in Lake St. John and its tributary waters, is really a fresh-water salmon, and that by some epicures its flesh is considered superior to that of the true *Salmo salar*. Its name is Indian, and was for a long time translated "little sal-

Ontario, one hundred and twelve miles from Toronto, and one hundred and forty-five miles from Hamilton, on the line of the Grand Trunk Railway System; the point of destination by rail is Gravenhurst (Muskoka Wharf), where close connection is made with the boats of the Muskoka Navigation Company, and it is but a day's journey from Toronto or Hamilton to the farthest stopping place on the lakes.

same starting point to Rosseau, at the head of the lake of this name, it is thirty-three miles, while the farthest point on the three lakes, Port Cockburn, at the head of Lake Joseph, is forty-five miles from the wharf at Gravenhurst; the width of the lakes varying from channels a few hundreds yards across to open stretches of water about six miles wide.

The lakes are fed by several rivers and streams, chief among them being the Muskoka River, entering Muskoka Lake about midway between Gravenhurst and Beaumaris, on the eastern shore of the lake, and the route for the Muskoka Navigation Company's steamers to Bracebridge, a pretty town sixteen miles north from Gravenhurst. The Dee River, connecting Three-Mile Lake with Lake Rosseau near Windermere, Skeleton River from Skeleton Lake to Lake Rosseau, and Rosseau River, with the pretty Rosseau Falls, all feed this, the second largest of the three lakes on its eastern boundary, while Shadow River, one of nature's gems, at the head of the lake, will alone repay the tourist for the entire journey up the lakes. With its deceptive shadows and reflections it is nature "holding the mirror to nature." Two other notable

streams, dear to the heart of the sportsman and the intrepid canoeist, are the Moon and Muskosh rivers, the outlet of the lakes from Muskoka Lake at Bala, which flows into the Georgian Bay to the west.

Scattered over the surface of these lakes there are upwards of four hundred islands of every size and shape, some bare rugged rocks rising sheer from the water's edge; others, and these the most numerous, are densely



Peribonca River (First Falls), Lake St. John.

mon," but the Montagnais name of the sea salmon is "ouchachoumac." Anglers from all parts of the United States, even from as far south as Texas, visit Lake St. John and its tributaries and the Grand Discharge, to enjoy the sport of fighting and killing the ouananiche, and, in 1892, Captain and the Lady Cecilia Rose, Colonel Andrew Haggard, a brother of the famous novelist, M. & Mme Petit, of Paris, and other distinguished Europeans, crossed the Atlantic for the express purpose of whipping the celebrated waters.—Extract from *Quebec and Lake St. John Railway* tourist publication.



Muskoka Lakes.

Muskoka! Wherein lies the magic of that old Indian name? To those even who know it best, it means far more than can ever be expressed. To hundreds it is their summer home, rich with associations of purest happiness, of renewed health and new leases of life, rich with sweet memories—their *El Dorado*.

To those who know it not, how can we describe it? Mere word painting and imagery are inadequate, and we can but give a faint idea of this fairy land, and invite our readers to judge for themselves.

To descend to mere facts and figures, the region known as "Muskoka Lakes" is a collection of lakes and islands in Northern

While the lakes in this enchanted region are numbered by the thousand, the three principal sheets of water (for loveliness they might be called the Three Graces) are Muskoka, the first and largest; Rosseau, second and next largest; and Joseph, the third, somewhat smaller than Lake Rosseau.

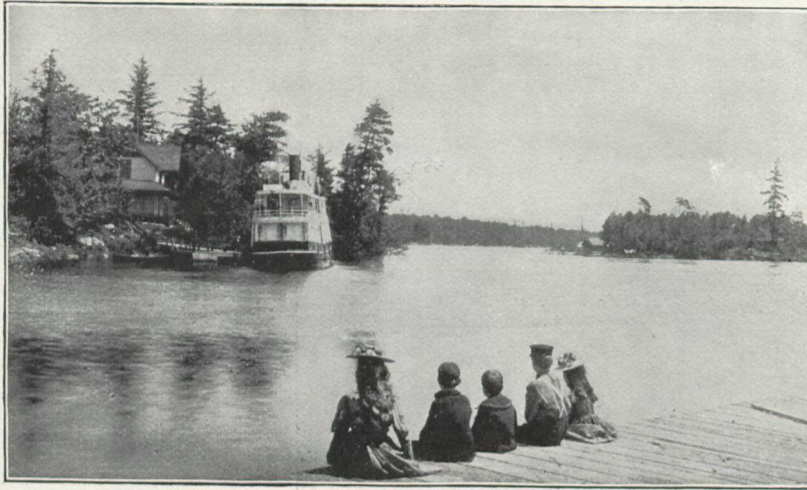
From Muskoka Wharf to Port Carling, the Junction of lakes Muskoka and Rosseau, the distance is twenty-one miles; from the



Port Sandfield, between Lakes Rosseau and Joseph.

covered with thick growths of pine, balsam, cedar, beech, maple, oak, etc.

The shores of the lakes are deeply indented with bays and inlets, forming hundreds of miles of picturesque coast line, and



Scene on Muskoka Lakes, near Bala.

affording countless nooks and harbors. The rugged, rocky shores are in many places relieved by smooth stretches of sandy beach, allowing of safe bathing for the most timid and inexperienced.

Muskoka has a charm of its own; it possesses an individuality that is unique, its scenery is most varied; its atmosphere invigorating, bracing, health-renewing.

One of the most noteworthy characteristics of this region is the entire freedom from hay fever even by the most acute sufferers from this malady. This is due to many causes—its great elevation above the level of Lake Ontario, the balsamic odor of the surrounding forests of pine, cedar and balsam, and freedom from damp, owing to the rocky nature of the country.

It is significant in this connection that the name Muskoka is supposed by some to be derived from an Indian name, "Musquo-tah," signifying "red ground;" others claim its derivation from an Indian word meaning "clear-sky-land," and some again give the credit to the famous Missasaga chief, "Mesquo-okee," who was wont to repair to this part of the red man's domain for his summer vacation. Even the poetic instinct of the untutored savage appreciated the beauty of this spot.

The principal lakes, Muskoka, Rosseau and Joseph, are united in an uninterrupted system of navigation of nearly fifty miles in a direct line. This, however, gives no adequate idea of the great extent of the indented coast lines, which embrace a distance of several hundreds of miles, and include upwards of four hundred islands. The waters of the Muskoka region are pure, soft, fresh, and wholesome, well adapted for bathing, and abounding in excellent fish, including salmon trout, bass, pickerel and white fish varieties. The lakes are traversed by daylight in all directions during the summer

months, by five commodious, well-appointed passenger steamers, which furnish comfortable passage and excellent meals at very moderate rates. Passengers are conveyed to Muskoka Wharf by an exceptionally

good railway service of the Grand Trunk Railway System, at low through and return excursion rates. All the different interests vie with each other in the pleasant duty of making strangers and others feel at home on the Muskoka trip, and while they sojourn in the district.

Many of the islands, on which have been erected handsome dwellings, are the private property of wealthy Canadians, but there are hundreds of choice little spots on which any party is at liberty to take up their abode for the season.

It is pleasing to note the goodwill which prevails during the summer season on these islands, where it is the custom for camping parties in the evening to pay visits to some sister island in their canoes, and where hospitality is sure to be extended. By the light of camp-fires, music and dancing bring to a close many a happy day.

The radiant and ceaseless loveliness of nature's ever-changing panorama is seldom more appreciated than in the midst of these lakes,

"counterchanged
with diamond plots of
dark and bright."

Is there anyone who, say after a long refreshing slumber in this pure atmosphere, could gaze unmoved upon the glories of the heavens as mirrored in these lakes? The sunbeams have driven far from the field aerial cloud-flocks—likened to the flocks of Admetus under Apollo's keeping—leaving the heavens iridescent with the morning's light.

Or, again at sunset, Nature seems to be exerting

her utmost to exhibit her manifold charms at the closing of the day, when the sun bathes the whole heavens in one mantle of crimson and gold; or, yet when the whole scene is hushed in the silence and calm of the night's stillness which invites tired Nature's sweet restorer—balmy sleep.

Removed, as it were, from the bustle and strife of life, and surrounded by a feeling of deep and tender isolation, the powers of contemplation are awakened, when presently from behind some dark cloud the moon will burst forth in all its glory, shedding its silvery halo over island and camp, over lake and river, as a glorious mantle of peace.

"Dark blue the deep sphere overhead,
Distinct with vivid stars inlaid,
Grew darker from the under flame;
So, leaping lightly from the boat
With silver anchor left afloat,
In marvel whence that glory came
Upon me, as in sleep I sank
In cool soft turf upon the bank."

The description of the scenic beauties of Canada has formed the theme upon which many a talented author has lavished his intellectual powers, and still the subject is not half exhausted.

The territory of the Dominion is so vast, its natural advantages so colossal—the material upon which to dilate passing before the vision as a vast train of meteoric splendor—that the most comprehensive narrative has failed to enfold within its pages more than a little of the charms which belong to Canada by right, and which will be acknowledged before she takes her place in the glorious future awaiting her in the Olympus of nations. The object of this brief description, is to point out some of the most famous hunting, fishing, and pleasure resorts, and to direct the attention of the tourist or sportsman in his selection of a summer trip.

How to procure supplies to best advantage is a serious matter. We insert a few clippings from the tourist publication of Michie & Company, of Toronto, the leading Canadian firm in this line:

"Our services are at the disposal of correspondents, for whom we cheerfully purchase household or tourist articles, or obtain and forward information.



A Typical Hunting Scene in Muskoka Lakes District.

"Indian guides can be secured at all starting points for tourists, and throughout the whole northern district of Ontario. Write us and we will forward a 'guide' to the fishing and hunting resorts, published by the Grand Trunk Railway, which contains much valuable information.

"Angle worms.—We have facilities for securing these by the thousand for our customers when desired.

"Camping utensils of all descriptions can be secured in Toronto, including a light, handy folding-stove, which we can strongly recommend.

"Write us, we cheerfully obtain and forward information upon any subject of in-

the head of navigation on the Saguenay; they have at present a steamer running between Hamilton and Montreal weekly, a service which will be doubled next year.

Connections between Toronto and Buffalo are made by way of Niagara Navigation Company to Lewiston, thence New York Central Railway, or electric roads, also by all rail route Toronto to Niagara Falls and Buffalo.

Few cities are more admirably adapted for a summer resort than is Toronto. Situated on the Lake, in the very heart of the temperate zone, it possesses a mild and equable climate that renders the summer days pleasant. The average temperature during

by the British settlers who left the United States at the close of the war of 1776. It is the principal fortified place west of Quebec. The fortifications consist of Fort Henry, on the height (east of the city), Fort Frederic, an earth battery, on the point opposite the city and the Martello towers at different points. The Royal Military College (analogous to West Point, on the Hudson), is near Fort Frederick, on the shore of Navy Bay. Navy Bay was formerly the British naval headquarters on Lake Ontario. Kingston offers many points of interest to the tourist.

Shortly after leaving there, we are running through the Thousand Islands.



City of Toronto.

terest to a correspondent contemplating a visit to any of the summer resorts of Ontario."

The above forms a fair sample of the class of information to be found in their list, a copy of which will gladly be sent on application to Michie & Company, Toronto. This firm carry by far the best stock of tourists' supplies—groceries, provisions, wines, cigars, etc., to be found in Canada.



"Niagara to the Sea"

Is the name adopted by the Richelieu and Ontario Navigation Company, to designate their line, composed of twenty-six steamers running in the St. Lawrence River. The starting point from the west is Toronto.

In 1899, the steamers will call at Charlotte, the port of Rochester; thence Kingston, through the Thousand Islands, down the Rapids to Montreal, Quebec and Chicoutimi,

this season is from ten to twenty degrees hotter than that of North Carolina and Florida in winter, and between ten and twenty degrees cooler than these states in summer, while the elevation above the sea is about the same, and there is little difference in humidity. The streets and avenues are broad and well paved, and, except on the principal business thoroughfares, have boulevards of well-kept lawns and shade-trees.

There are several well-kept parks, and in its buildings, both public and private, its hotel accommodations and transportation facilities, Toronto ranks very high indeed.

The first port of call will be Charlotte, the port of Rochester, New York. This city has a population of over one hundred and seventy-five thousand. The steamers are to call at Charlotte, next season, about half past nine in the evening, bound both east and west.

Kingston, the "limestone city," is reached early in the morning; its present name was given by the United Empire Loyalists, *i. e.*,

As we wind in and out amongst these charming islands, sylvan gems which deck a crystal stream, the rapidly changing pictures almost bewilder us, many beautiful residences, magnificent hotels and picturesque camps, are to be seen as we go along. Below Prescott, we encounter rapid after rapid, until Montreal is reached. The best known of these rapids are, the Long Sault, Coteau, Cedars, Split Rock, and Lachine.

Connection is made at Montreal with the steamers of the same line for Quebec and the Saguenay.

Quaint, curious old Quebec, whose winding streets and frowning battlements are pervaded with the atmosphere of departed centuries; every stone in the walls of Quebec has a history, and every spot of ground is rendered sacred by the events of the past.

From here, a delightful run is made to Tadousac, at the mouth of the Saguenay, up the river by night to Chicoutimi, and return by daylight.

Leaving Chicoutimi early, we run about eleven miles to Ha! Ha! Bay; from here the great river grows more solemn and grand, until the climax is reached at capes Trinity and Eternity, each two thousand feet in height, facing one another, and separated by a narrow bay.

Several fine hotels are owned by the Company, in this district, and the accommodations to those remaining over are really good.

Two new steamers are being built for the Company, and will be placed next season on the western route.

The Arm, the Basin, the harbor with its islands, the sea with its ships, the distant hills and forests, the city with its busy streets, all are presented to the eye in a beautiful and varied panorama.

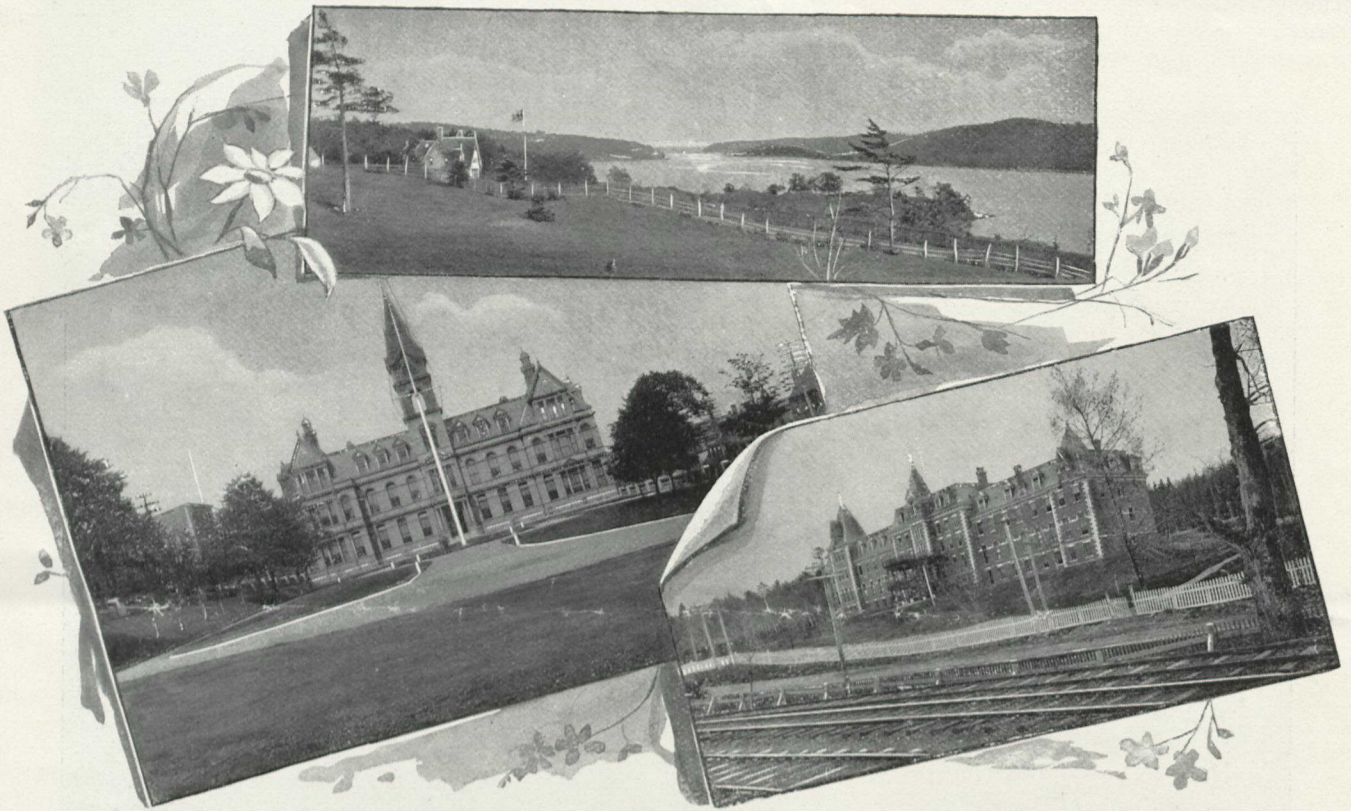
The water on the west is the Northwest Arm, a stretch of about three miles in length and a quarter of a mile in width. To the south and east is the harbour, which narrows as it reaches the upper end of the city and expands again into Bedford Basin, with its ten square miles of safe anchorage. The Basin terminates at a distance of nine miles

general superintendent of game and fisheries for the province of Quebec:

Departement of Lands, Forests
and Fisheries, Quebec, March 11th.

Editor "Forest and Stream":

Several of your fellow countrymen, who are no doubt desirous of acquiring exclusive hunting and fishing rights in this province, over certain sections which our laws allow the Government to lease out, after having previously erected them into



New City Hall, View of North-West Arm, and Convent at Mount St. Vincent, Halifax, N. S.

Halifax.

Halifax, the terminus of the Intercolonial, is an important gateway for tourist travel from the Atlantic-coast states to points on or reached by the Intercolonial Railway.

The fortifications on McNab and George's Islands, as well as the various forts around the shore, are all worthy of a visit. After they have been seen, the visitor will have no doubts as to the exceeding strength of Halifax above all the cities of America.

The Dockyard, with splendid examples of England's naval power, is also an exceedingly interesting place, and always presents a picture of busy life in which the "oak-hearted tars" are a prominent feature.

It is a strong city in every way, and has great strength from a military point of view; it is strongly British in its manners, customs and sympathies; and it has strong attractions for visitors. The seeker after a good view of the city and its surroundings may have the very best from the Citadel. It commands land and water for many miles.

from the city, and is navigable for the whole distance. The city proper is on the eastern slope of the isthmus, and rises from the water to a height of two hundred and fifty-six feet, at the Citadel. On the eastern side of the harbor is the town of Dartmouth. In the harbor, and commanding all parts of it, is the strongly fortified George's Island, while at the entrance, three miles below, is McNab's Island, which effectually guards the passage from the sea.

The Gatineau Valley and Upper Ottawa.

The lines of the Ottawa and Gatineau Valley Railroad to Maniwaki, and the Pontiac and Pacific to Pembroke, cover the principal points of this sportsman's paradise—excellent fishing and shooting can be found here. For the guidance of hunting and fishing parties, we give here extracts from a letter to "Forest and Stream," from L. Z. Joncas,

hunting and fishing territories, frequently write me for information.

I hope you will allow me to make use of your paper to answer their questions, as it is read throughout the United States by all sportsmen, and by publishing my answers you will convey information not only to those who write directly to us, but also to all to whom the same may be of interest.

I will be as brief, as concise and as clear as possible.

1. Applications for leasing a hunting territory, a salmon river, or any lake, must be sent to the Commissioner of Lands, Forests and Fisheries, at Quebec.

2. The conditions vary, according to the extent of territory, its proximity to means of communication, and the intrinsic value of the territory whose lease is applied for.

3. The best salmon rivers are those of the Gaspé Peninsula and Labrador, which flow into the St. Lawrence, on the north and south. There are also some which flow into the Saguenay. All these rivers are well known to American fisherman.



Scene above Ellard's—Ottawa & Gatineau Ry.

The best lakes for fishing are those in the counties of Ottawa and Pontiac. They contain an abundance of speckled trout (*Salmo fontinalis*), gray trout (*Salmo conifinis*), touladi, bass, etc.

4. The best hunting territories of the province of Quebec are, in Labrador, and the counties of Ottawa and Pontiac, where there are numbers of moose, caribou, red deer, and smaller game. Moose and red deer are found in abundance, especially in the counties of Pontiac and Ottawa.

5. The lessee of a hunting or fishing territory can invite his friends to come and hunt or fish with him, without their being compelled to take out a permit, or pay for a licence.

6. Exclusive right to fish and hunt in the territory leased to him, during the open season are conferred by the lease.

7. A hunting section cannot be greater than four hundred square miles; but there is nothing to prevent any individual, company or club, from leasing several sections. Sections of ten, twenty, thirty, forty, fifty, one hundred, two hundred, or three hundred square miles, can also be leased.

8. The cost per square mile of hunting territories depends on the location of the land selected, but it cannot be less than one dollar per square mile. The territories most easy of access are those along the Pontiac and Pacific junction and the Ottawa and Gatineau railways.

9. The leases cannot be for less than two, nor for more than ten, years.

10. The rent is paid on signing the lease, and every year afterward at the same date, at Quebec, to the Commissioner of Lands, Forests and Fisheries.

11. The lessee may sublet, sell his rights or transfer his lease; but such transfer or sale is subject to the approval of the Government.

12. The lessees have the privilege of cutting timber needed for building their houses, for fuel, etc., on lands belonging to the Crown.

13. Lessees have the right to take to the United States the game killed or fish caught by them, provided the hunting and fishing have been within the open season.

Permits and information may be obtained through Mr. N. E. Cormier, general superintendent, F. F. G. K. & F. O., Aylmer, Que.; also through the Ottawa and Gatineau Railway, Ont.

Montreal to Parry Sound.

By Canada Atlantic Ry. to Ottawa, fast trains, first-class equipment, thence by Ottawa, Arnprior & Parry Sound Ry. After leaving Ottawa, the first of many delightful places, Algonquin Park, is worthy of more than a passing mention.

The Park contains many miles of good portage roads and has shelter huts for the accommodation of rangers and the travelling public.

Further on is the Muskoka District with its 800 lakes, its far-famed hotels and camping grounds. Passengers who wish to take the steamboats of the Muskoka Navigation Co., for a tour around lakes Joseph, Rosseau and Muskoka, leave the train at Maple Lake station, reaching Port Cockburn, at the head of Lake Joseph, over a good road of eight miles. Connections are made daily. Last but not least, Parry Sound and the Georgian Bay. Parry Sound and its harbor offer many attractions. The sportsman and canoeist will find here one of the best places in Canada for the enjoyment of these pastimes. The health-seeker will find good pure fresh air with picturesque scenery.

There are good hotels charging very reasonable rates. Steam launches, row-boats, canoes and guides are at all times available.



Quebec in Winter.

While Quebec is pre-eminently a charming summer resort and an interesting city at all times, it perhaps possesses the greatest attraction to many during the winter months. At the first appearance of snow and frost the city awakens into new life, and prepares for the merry season which is prolonged into the early days of spring. The whole country is covered with a spotless white mantle of snow, on which the northern sun plays in dazzling brilliancy; glorious sunsets flood the heavens, burnishing the city's minarets and spires with a golden tinge, and, as the shadows of evening creep on, the matchless aurora borealis, the dancing rainbows of the northern sky, entrance one with their ever-changing resplendent beauty. The streets of the city take on a new appearance; thronged with warmly clad groups, and hundreds of carioles, queer little sleds peculiar to this quaint old place, dash along, their jingling bells filling the air with silvery music. The season is one of pleasure and recreation, and there are countless means afforded for indulging in delightful pastimes that are invigorating and health-giving—tobogganing, most exhilarating and exciting of sports; skating in mammoth covered rinks, snow-shoeing, curling, sleigh-driving, and other seasonable pleasures which find a

fitting nightly finale in the social functions given by the most hospitable of people. Glorious sport is obtainable during January and February in fishing for tommycods through the ice of St. Charles River, whose estuary meets the eye from the Chateau. In those months countless little cabins occupied by fishermen, many of whom are visiting tourists, dot the river's frozen surface. "The city itself and the winter life within its walls," writes Julian Ralph, the well-known correspondent, "are prime curiosities. The great granite walls capped and flanked with snow; the narrow curving streets heaped with snow; the houses all fringed with ponderous icicles; the trees whose every limb is outlined with a coating of snow; the sleighs all buried in furs; the people in blanket suits and furs and mocasins; the gorgeous snow-shoers; the priests and soldiers and nuns—all these shown off beside the ice-glutted river are quite enough to satisfy the tourists without the added trifles of a curling match or a masquerade on skates, or even a vice-regent's ball." These days of delights are accentuated in carnival times, when the Merry Monarch occupies his winter capital. The city is *en fête*; mirth and jollity and good-fellowship prevail, and visitors, whether inclined to participate in the festivities or not, enjoy a season of unalloyed delight and sight-seeing without parallel in the world. Huge ice castles and fortresses, aglow with a thousand scintillating lights, are stormed by a host of gaily-costumed snow-shoers, armed with weapons whose discharge is followed by elaborate pyrotechnical displays; magnificent arches of ice and evergreens beautify the streets so profusely and of such a varied character as to be almost bewildering; there are picturesque Indian, lumber and sugar camps, which give a glimpse of a curious life strange to many; and the accustomed outdoor sports are indulged in with augmented vigor. The days and nights are replete with innocent and healthful amusements, to which zest is added by the keenness of the climate, which inspires one to live out-of-doors. In these bright, glorious days, the stranger is advised to wrap warmly if he would participate in the mid-winter pleasures of the snow-mantled "White City of the North."

Quebec is easily reached from Montreal by Canadian Pacific Railway, which lands passengers in Quebec city.



View on Blue Sea Lake—Ottawa & Gatineau Ry.

stances men of great experience in handling just such a movement. May every success attend them.

The committee is as follows :

Messrs. C. E. E. Ussher, representing the Canadian Pacific Railway; Geo. A. Browne, of the Richelieu and Ontario Navigation Company; R. W. Shepherd, of the Ottawa River Navigation Company; W. H. Clancy, representing the Grand Trunk Railway; W. S. Weldon, manager of the Windsor Hotel; W. D. Lighthall, vice-president of the Numismatic and Antiquarian Society; Judge Sicotte; E. M. Ohlen agent of the Swedish Tourist Association; Jas. Morgan, of Henry Morgan & Co.; Dr. Laberge, city physician; James Brierley, manager of *The Herald*.

Our own efforts, while directed in a broader way to the interests of all northern tours, will be pushed in a great measure on the same lines, and any assistance we can afford to the projected move will be gladly given.



City of Quebec.

The Man of To-day.

"Clothes do not make the man," but the fact undeniably remains that a well-dressed man respects himself and, to a certain extent, commands the respect of others. Put the ordinary individual into a stylish, well-made suit of clothes, and it has a tendency to make him think he amounts to something, and he may rise to the occasion and show the man that is in him. Put him in a shoddy suit of ready-made that will rip and ravel, and he will be just about the style of chap to go with the suit. The shoddy suit has however, provided it is well made up, a temptation, that is sometimes hard to resist.

As the late P. T. Barnum said, "The public like to be humbugged."

Really good clothes, made in a thoroughly workmanlike manner, cannot be bought at a nominal price.

A very large percentage of the American tourist travellers in Canada are fully aware of the fact that clothes of a very high order can be bought in Canada at a much lower price than the same class of goods can be purchased for in the United States, and consequently have been, especially during the last few years, very heavy purchasers.

Montreal has always been the Canadian headquarters for this trade and deservedly so, as fine clothes can be purchased in Montreal to better advantage than in any other part of Canada.

The city has many good firms, but none will be found more satisfactory in every way than W. H. Walsh, of 40 Victoria Square.

For years he has held a prominent position in the trade; as a result of constant study and conscientious effort his stock of patterns always contains the latest and the best. The

standard of work has been kept at a high point, none but the best workmen being employed and the most careful revision of the work is always made. Special care will be given to tourist business.

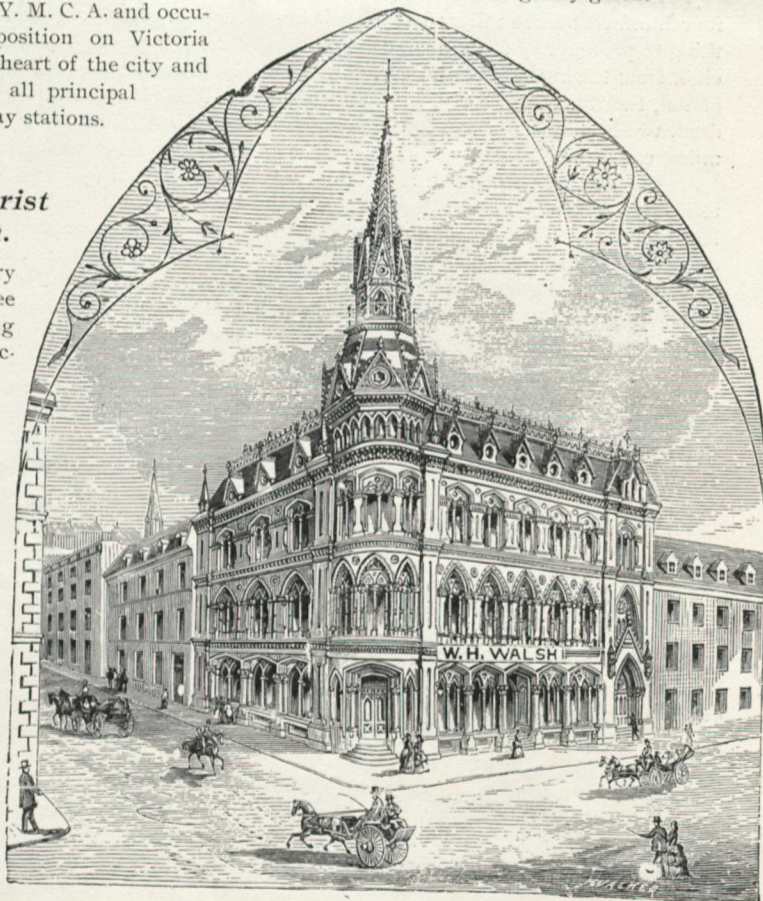
The building in which his premises are located was, until about five years ago, the headquarters of the Y. M. C. A. and occupies a prominent position on Victoria Square, in the very heart of the city and easy of access from all principal hotels and the railway stations.

Montreal Tourist Association.

We have been very much pleased to see that a move is being made in the right direction by Montrealers.

A city which combines so many strong points as a tourist centre, should not have been so long neglected, and it was really about time an organized effort was made to attract a large number of strangers.

The Provisional Committee appointed, we are glad to see, embraces some of the best material obtainable, men of push and energy, and in several in-



Old Y. M. C. A. Building, 40 Victoria Square, Montreal.

The Queen's Hotel, Toronto.

This hotel, one of the largest and most comfortable hotels in the Dominion of Canada, being adjacent to the Lake commands an excellent view of Toronto Bay and Lake Ontario.

The Queen's is well known as one of the coolest houses in summer, which can be found; the furnishings throughout are elegant, it has rooms *en suite*, with bath rooms attached on every floor.

Under the veteran management of McGaw & Winnett, the Queen's has become a household word, while possessing every modern convenience it has always been famous for the solid, cosy, home-like comfort which is characteristic of the best English hotels, it is the temporary home of nine out of ten



The Queen's Hotel, Toronto.

English tourists who come to Toronto. On the occasion of visits of members of the Royal Family to Toronto, this hotel has always been their stopping place. Amongst those who have honored it by their presence are: His Imperial Highness the Grand Duke Alexis of Russia, Their Royal Highnesses Prince Leopold, Prince George, Princess Louise and the Duke and Duchess of Connaught, the Marquis of Lorne, the Earl and Countess of Dufferin, the Marquis and Marchioness of Lansdowne, Lord and Lady Stanley of Preston, the Earl and Countess of Aberdeen and many others.

The Queen's is but three stories high, covering a large area of ground, used exclusively for hotel purposes and having lawns on either side with means of exit from the house, in addition to those in front and rear; these render it almost impossible for any accident to take place from fire, consequently it is looked upon as the safest hotel in Canada.

Under the same management is the Queen's Royal, Niagara-on-the-Lake, this hotel, which is an extremely comfortable one and up-to-date in every respect, has become a very popular summer resort.

The St. Lawrence Route to Europe

will always be popular, as the tourist avoids the long voyage on the ocean, from the Atlantic port to the point in the North Atlantic where the steamer bears to the Eastward on her course for the shores of England. The river and gulf sail means two and a half days of smooth sailing before the steamer makes her bow to the ocean, enabling passengers to become accustomed to the steamer, and get comfortably settled before the Atlantic is reached, the voyage on which is only from four and a half to five days.

The nine hundred miles of scenery passed after leaving Montreal is much enjoyed, and it is difficult to realize that with the last view of land the voyage is more than a third over; by which time the tourist has got accustomed

to the novelty of the surroundings, he knows his fellow passengers, and has become initiated in the ship's games. The grandeur of the scenery, the meeting of inward and outward bound vessels within saluting and sometimes speaking distance, the fringes of white farm and fishing cottages, the tinned church roofs and steeples, take away

the lonesomeness of every other route. As he passes out of the portals of the New World into the North Atlantic Ocean at its narrowest expanse with the prospect of a short run from land to land, having enjoyed over 900 miles of inland, smooth water sailing, become accustomed to his floating home and his surroundings, we are scarcely out of sight of land before the all-engrossing topic is the prospect of sighting the shores of the Old World, with its beautiful velvet-like verdure and emerald green. The voyager's time and attention has been so occupied with passing events, sights and scenes passed and anticipated that the usual monotony of an ocean voyage is not felt, and he arrives at Liverpool, after a short introduction to Ireland, having touched at Moville, passing closely by the Giant's Causeway and other points of interest.

The service of the Dominion Royal Main Line is an excellent one and highly recommended. Full information may be had of David Torrance & Co., of Montreal, or the local agents of the Company.



The Windsor, Montreal.

This well built and modern structure, the finest hotel in Canada, is deservedly popular, situated on Dominion Square, opposite the new Young Men Christian Association buildings and St. James Cathedral, the best location in Montreal, in close proximity to both the Canadian Pacific and Grand Trunk stations—not far from Mount Royal Park—within two blocks of St. Catherine street, the retail business street of Montreal, and from its doors the excellent Street Car service can be used to almost any part of the city and its environs.

The main entrance, facing the Square, is on Peel street, which leads directly to Mount Royal Park. The Windsor can accommodate 800 guests comfortably, and we may mention that 150 of its rooms have bath rooms attached.

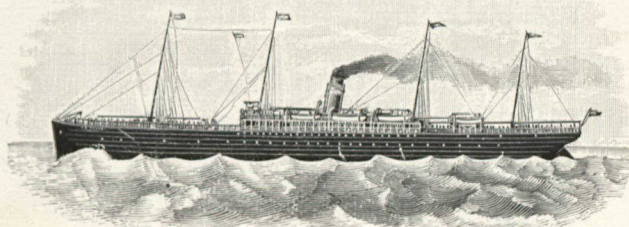
As a safeguard against fire, it has been built with brick partitions dividing all its rooms, and a double patrol is employed for the protection of guests during the night; four wide staircases, indicated by red lamps, connect every corridor with the ground floor.

The table and attendance will be found unsurpassed anywhere on the Continent.

The ladies' entrance of the hotel opens on Dorchester street, and is protected from the rain and sun by a broad canopy, which stretches to the street.

One great feature of this hotel is, that there are no winding passages. Four roomy flights of stairs, in addition to the elevators, afford ample means of ascent and descent.

Above the sixth story is the observatory or look-out tower. It has two series of port-holes or windows, the upper one being one hundred and thirty feet from the ground. Access can be had to the dome, where a height of one hundred and fifty feet is attained; the flagpole, which surmounts the dome, is forty-seven feet high.



Dominion Line SS. Labrador.

The Ottawa Valley Tourist Association.

As the beauties of the Ottawa Valley are gradually becoming better known, many inquiries are being made by parties desirous of obtaining reliable and accurate information regarding the district. To meet this demand, the "Ottawa Valley Tourist's Association" has been formed. The secretary of the Association will be glad to furnish any information desired regarding the attractions of the district, hotels, transportation and the like, as well as to personally meet and assist any strangers while in the city of Ottawa. At the central office at Ottawa, there will be collected photographs, descriptive matter, and such general information as will probably be desired by prospective visitors. Local committees at the different local points throughout the Ottawa Valley will furnish the information, and will be ready to receive



Glimpses at the Parliament Buildings, Ottawa; Post Office and Custom House to the left.

and assist visitors at all times. Communications addressed to "The Secretary, Tourists' Association, Ottawa," will be cheerfully answered. We know that we have the attractions, and we will do all in our power to help you to enjoy them.

It is the intention of the Association to issue, during the coming winter, an illustrated booklet, descriptive of the Ottawa Valley. Anyone who would like to receive a copy of this booklet will be accommodated in due course if he will send a request to the secretary of the Tourists Association.

The Ottawa.

This noble river, known to the old "voyageurs" and early settlers as the Grand River, is upwards of six hundred miles long, and has twenty tributaries of large size, besides numerous smaller ones. Beautiful, wonderful, lovely, are not extravagant or ridiculous adjectives when used to express the delight of those who, for the first time, enjoy a trip on the steamers of the *Ottawa River Navigation Company*.

The Ottawa is broader, two hundred and eighty miles from its mouth than it is between Ottawa city and the Lake of Two Mountains, and flows with such a strong and deep flood that the green waters of the St. Lawrence, for many miles below the confluence of the two rivers, are pressed against the southern shores.

Coming from the far north, from regions comparatively little known, even at the present day, there is a certain mystery about this "Grand" river, which awakens our curiosity and engenders a spirit of romance, and, as we ascend its current, the beautiful islands and the picturesque scenery of its banks command our admiration. The Ottawa was the highway of the early French explorers, missionaries and fur traders in their journeys from Montreal to the great lakes Huron and Superior, and the Far West. It was traversed by the red man as well as the "coureurs des bois." It was ascended by Champlain,

in 1663—who was the first explorer—on his voyage to discover what he had been led to suppose was the North Sea. During this voyage up the Ottawa, with two canoes, he experienced much hardship and many difficulties; continually menaced by wandering bands of Indians, he was at last forced to abandon his provisions and to trust entirely to hunting and fishing to provide him with the necessities of life. Champlain finally reached the country of the Ni-

pping nation, on the shores of Lake Nipissing, and, finding that the Ottawa as a route to the North Sea was a mistake, he resolved to return to Quebec, which he reached after great hardships and privations, and he soon afterwards sailed for France.

Ottawa, for a city of its size, has other advantages; its electric car service is really excellent in every way, and tourists will find the Gilmour a hotel easily reached, not too far from the centre of the city, yet quieter.

Considerable enterprise was shown in building such a hotel where it stands, and here it may be said that no brighter hotel is to be found in Canada or elsewhere. But expense not having been spared in its fittings or management, the Gilmour has been a success.

The rooms are large and airy, are tastily furnished, both table and

attendance are good—and one matter which will be appreciated, all little incidental details are carefully attended to.



"The Gilmour," Ottawa.

Aylmer.

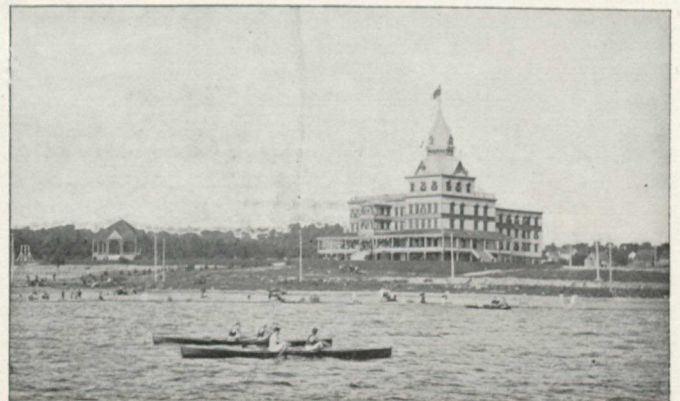
Aylmer, a short distance from Ottawa, is, on account of its delight-

ful situation, an ideal place to spend a summer vacation. The Ottawa River, expanding into what is called Lake Deschênes at Aylmer, affords good fishing, and there is ample room on the broad face of the lake, for boating of all kinds. The accompanying cuts of One-Tree Point and Hotel Victoria will give those seeking "pastures new" an idea of what there is at and around Aylmer, Quebec, in the way of hotel accommodation and scenery. Queen's Park, which is about one and one-half miles above Aylmer, is a most beautiful spot; and is well provided with means to while away many a pleasant hour; among its attractions being the forest, promenade pier, water chute, and floating promenade, the maze, fine boats and bathhouses. The Hull Electric Company's cars run through to the Park, passing Aylmer and Hotel Victoria en route.

The Victoria is beautifully situated on an elevation, overlooking the Lake—a handsome, well-appointed hotel—recently built, but already very popular, it is under the same management as the Russell of Ottawa.

Aylmer is only thirty-five minutes ride from Ottawa, over the finest-equipped electric railway in Canada.

The Hull Electric Company's cars leave Hull, from the Ottawa Electric Railway terminus, every ten minutes in summer, running through to Aylmer, Hotel Victoria and Queen's Park. For any further particulars, write H. S. Dunning, manager of the hotel, or W. R. Taylor, secretary-treasurer of the Hull Electric Company, Aylmer, Quebec.



Hotel Victoria, Aylmer, Que.

**United States Hotel,
Saratoga, N. Y.**

The old United States Hotel was built in 1824, and was destroyed by fire in 1865. The present magnificent structure was completed in 1874, but Saratoga had already become the noted resort of all our watering places, frequented by our mothers and fathers in their teens, and by their mothers and fathers too, arrayed in the fashions of that day, which were just beginning to yield to a new order of things, but which seems as odd to us as ours doubtless in their turn will seem to a later generation.

Though the old regime has passed away, in one sense, the United States Hotel maintains its prestige still undiminished, and remains as much as ever a magnet of attraction to its habitués, who, largely representing the elite of our land, return year after year to find the scent of the old roses lingering there still, and the same atmosphere of refinement which charmed them so much in their youth. It is that which confers a peculiar distinction upon the "States," and that commends it not only to a new generation at home, but to the many educated and intelligent foreigners who visit it every year.



This colossal structure—the largest of its kind, it is said, in the world—built in the form of a hollow square, or, more properly, a pentagon, has about nine hundred and seventeen rooms for the use of its guests, its stately Broadway facade measuring two hundred and thirty-two feet, and that on Division street extending six hundred and fifty-six feet in length, its piazzas taking two thousand three hundred feet of space in all.

Queen's Hotel, Montreal.

To thoroughly enjoy a visit to Montreal, one must have comfortable and convenient quarters, and these cannot be had anywhere better than at the "Queen's"—Montreal's only fire-proof hotel, built in 1892.

This house, which, since the spring of 1897, has been owned by Messrs. C. & N. Vallée, and managed for them by Mr. Geo. D. Fuchs, has been completely over-hauled and put in perfect order. The furniture has

been renewed, the dining-room done over, a handsome billiard-room opened, electric generators installed; in a word, the whole establishment has been brought up to the highest pitch of perfection.

The cuisine is well looked after also, and the fact that the patronage of this house is largely and rapidly increasing, speaks more than words of the comforts which guests enjoy when they stop at the "Queen's," which by the way, owing to the richness of its decorations, has been sur-named the "Bijou Hotel of Montreal."

The situation of the "Queen's," Montreal, is ideal. Built on the corner of St. James and Windsor streets, it is near all the principal business and pleasure resorts—the banks, post-office, churches, theatres, the Grand Trunk and Canadian Pacific railway stations and the Windsor Hotel—and being moreover on the principal street-car routes, any part of the city can be easily reached from the "Queen's."

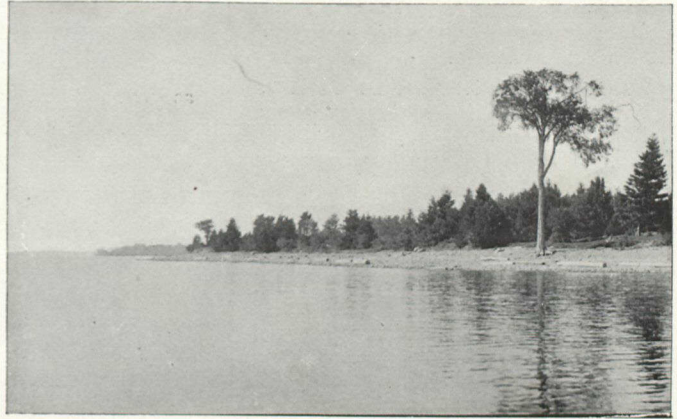
Toronto to Niagara.

The only line giving passengers views of the Falls Rapids, Brook's Monument and the romantic scenery, is that of the Niagara Navigation Company. Tickets may be had at all offices of the Vanderbilt lines and principal offices in Niagara Falls and Toronto.

**"Routes and Rates for
Summer Tours."**

This illustrated book, containing routes and rates for six hundred combination summer tours, and the best hotel list published, mailed to any address on the receipt of ten cents for postage—on application to Theo. Butterfield, general passenger agent Rome, Watertown and Ogdensburg Railway, Syracuse, New York, or to any of the ticket agents representing

this line, either in the United States or Canada.



One Tree Point, Aylmer.

To the White Mountains.

For full information, apply to R. M. Stocking, city and district agent, Quebec Central Railway, Quebec; or J. M. Walsh, general passenger agent, Sherbrooke.

SS. Dominion.

This fine steamer of the Dominion Line Mail Steamships, was built by Messrs. Harland & Wolff, of Belfast. She is four hundred and forty-five feet long, fifty feet beam, and has a gross tonnage of six thousand tons.

Twin screws, two entirely separate sets of boilers, engines, shafts and propellers, each set working independently of the other, and each being capable of running the steamer across the Atlantic Ocean without difficulty.

The accommodations are excellent throughout, the comfort of the passengers being studied in all details.

Northern New Brunswick.

Much could be said about this district if space would allow but the famous fishing grounds of Tobique, Miramichi, Restigouche, as well as the beautiful summer places along the Baie des Chaleurs and Metapedia are all that can be passingly mentioned.

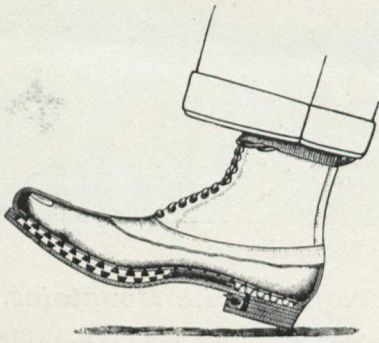


Queen's Hotel, Montreal.

The Aerial Line.

The tall American put his foot up on the car seat and gazed admiringly at the russet shoe which encased it.

"Talk about model modes of travel" said he, "but here's an air line which should satisfy the greatest kicker in the country."



"Innocent looking shoe, is'nt it?"

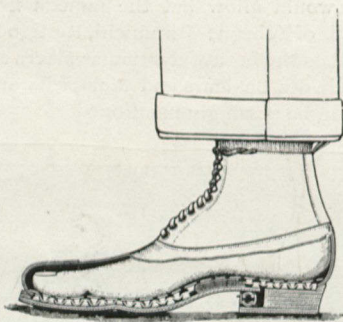
"But there's a trick centresole in it which coaxes air to the foot from without in a surprising manner."

"Perhaps you hav'nt realized the importance of having lungs in your shoes, Mister, but if you'd been with our army at Santiago, you'd have gathered a few pointers from the painful manner in which our men walked and suffered at every step."

"Perspiration absorbed into the linings and filling of their shoes did it."

"Micro-organisms developed from the sweaty moisture, which acted as a poisonous irritant, and not only affected their feet, but their temper, their nerves and general health."

"Oh yes,—pardon me, there is more of the same trouble in civilian life than we hear of!"



"People don't talk about such subjects, as if they had rheumatics or toothache, but most of us have quarrels with our shoes on the question of ventilation, and we'd feel better if we quarellled to more purpose."

"You see the new Chrome tannages of leather are responsible for the growing

nature of this evil, giving us more sightly and durable footwear at the expense of more unsightly and unendurable feet."

"These leathers, now almost universally worn, are not only waterproof, but airproof as well, and that's where the mischief lies."

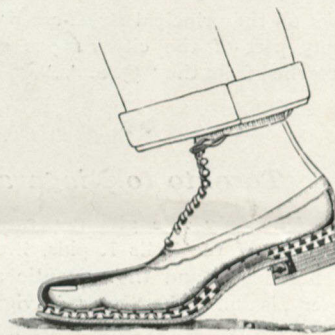
"A rubber overshoe 'draws' and stifles the foot, not because of any chemical action in the rubber, but because it is airproof, and will not permit the feet to evaporate the poisonous moisture of perspiration, developed in a close atmosphere under continuous action in walking."

"Does this shoe prevent sweaty feet?"

"Yes, sir,—it does more than that!"

"See how the sole bends in when I press it with my thumb!"

"Well, the insole under my foot in this shoe, bends under my great toe, ball and heel, just as this outsole does under my thumb, till walking becomes as springy and resilient as riding on a pneumatic bicycle tire."



"Instead of the customary 'filling' of scrap leather, cardboard, or cork and cement, which act as a sort of blotting paper, between outsole and insole, keeping the foot moist by absorbing and retaining the perspiration, there is a collapsible centresole of rubber."

"This centre sole has a series of ribs and grooves, alternating over each other, and when the insole is stepped upon the ribs sink into the grooves, stretching the thin wall of rubber, so as to form a spring under the foot."

"The insole thus conforms to the uneven shape of the foot sole at every step, and springs up again when the pressure is relieved."

"In this way the shoe is actually a size larger inside when the foot sinks into the sole, than when it is lifted."

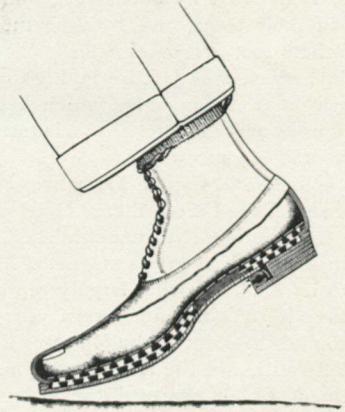
"It thus automatically adapts itself to the increased size of the foot when borne upon, and takes up the slack in the upper of the shoe when lifted."

"Where does the ventilation come in?"

"Oh, through this little aperture in the front of the heel!"

"You see it is a simple valve, which will admit air in, but wont allow it to go out at the same place again."

"When I lift my foot, the centresole of rubber expands the insole away from the



outsole, and in so doing acts as an air pump through the valve, but when I step down again my whole weight in compressing the insole and outsole together, forces the air contained in the cross channels up around my foot, through a row of perforations in the middle of the insole."

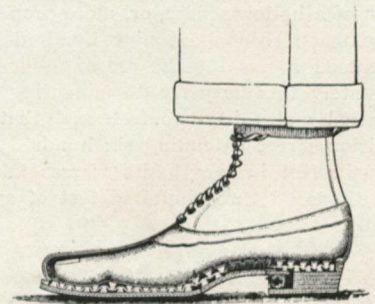
"Yes,—that's the whole process, don't you see how simple and effective it is!"

"Makes a very light shoe too, the collapsible rubber centresole and valve, which replace the usual filling, weighs only one and a half ounces."

"Sold in the United States, you ask?"

Not yet, I believe,—bought these in Canada at one of the smartest stores on this continent.

Oh, if I were to tell you the name you'd think I was advertising their business.



"Want to know it any how, do you?"

Well, I will write it in your note book thus —The Kennedy Company, limited, Montreal, Toronto, and Winnipeg, Canada.

Just then the conductor announced a station, and the tall American walked out with a singularly elastic step and an apparently clear conscience.