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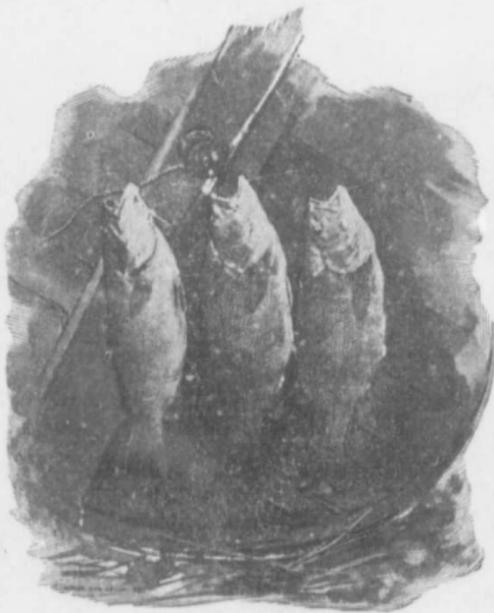
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*Comp. of Walpole 1928.*

**REST AND SPORT**  
— AMONG THE —  
**RIDEAU LAKES**

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1262

Season 1914



Caught in Big Rideau Lake

**The Finest Scenery and  
Best Fishing in America**

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Scenic Hotels of the World



# Gananoque Inn

In the Heart of the Thousand Islands.  
Open from 15th June to 15th September

SUMMER RESORT

A. ARCH. WELSH, Proprietor. Gananoque, Ont.

Booklet



# Hotel Frontenac

Kingston, Ont.

Open entire year. Cuisine unexcelled.

Hot and cold water in each room.

Single and en suite with Bath.

*American Plan*

*Sample Rooms*

**RATES:**

\$3.00 to \$4.50 per day, single.

\$5.00 to \$6.00 per day, double.

\$17.00 to \$27.50 per week, single .

\$30.00 to \$45.00 per week, double.

A. ARCH. WELSH, Proprietor. Kingston, Ont.

# REST and SPORT

— AMONG THE —

## RIDEAU LAKES

**I**LLUSTRATING and DESCRIBING  
THE CHARMING SCENERY OF  
THE RIDEAU LAKE CHAIN, WITH  
INFORMATION FOR SPORTSMAN  
AND TOURIST, and THE STEAMER  
SERVICE BETWEEN CLAYTON,  
KINGSTON, SMITH'S FALLS AND  
OTTAWA ON THE PICTURESQUE  
RIDEAU ROUTE : : : : : :



### LIST OF AGENTS

#### TICKETS AND INFORMATION:

Grand Trunk Railway  
Canadian Pacific Railway  
New York Central Lines, New York  
Thos. Cook & Sons, New York  
Raymond & Whitcomb, New York  
Hone & Rivet, 9 St. Lawrence Boul., Montreal  
M. C. Dickson & Co., 40 James St. S., Hamilton  
Canada Steamship Lines, Toronto.  
Rochester, Buffalo and Montreal.  
G. T. Amsden, Rochester  
Canadian Northern Ontario Railway  
Canadian Northern Quebec Railway  
Herald Travel Bureau, Rochester, N.Y.

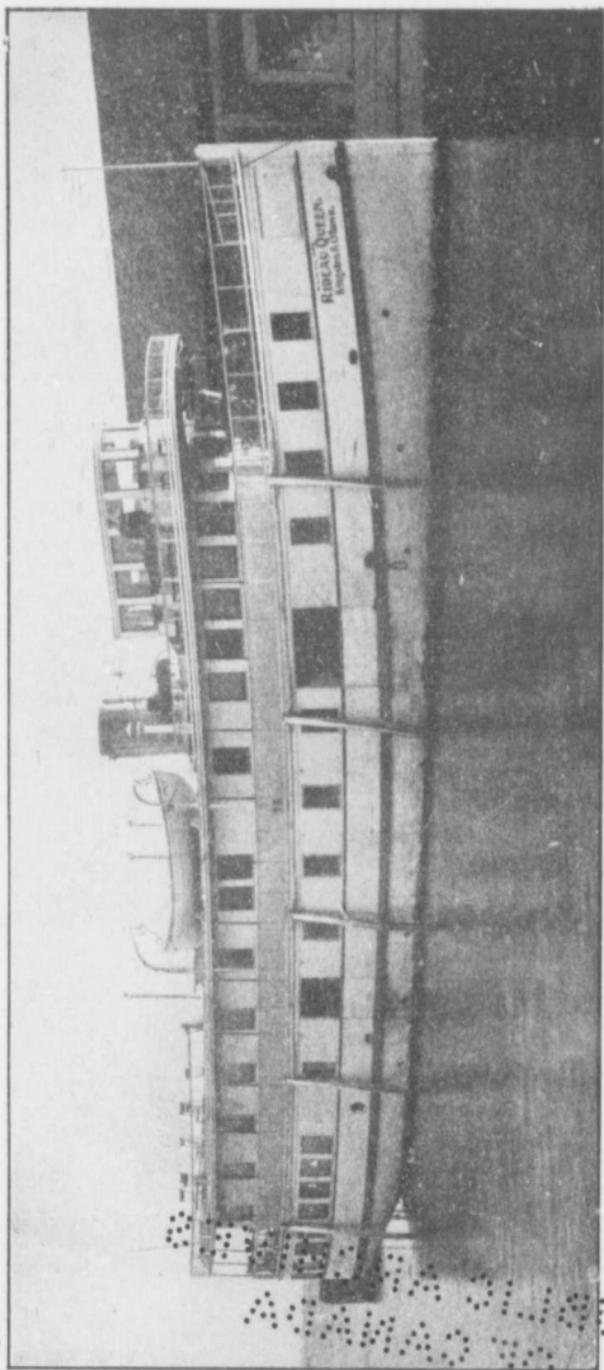
MISS BERTHA RUFFNER, Special Passenger Agent  
Hotel McAlpin, New York.

Issued by the Passenger Department of the  
**Rideau Lakes Navigation Co.**  
Limited

D. NOONAN, Vice-President & Gen'l Manager  
KINGSTON, ONTARIO

GENERAL OFFICES, KINGSTON, ONT.

S. V. ADAMS, Asst. Gen. Pass & Purchasing Agent.



STEAMER RIDEAU QUEEN.

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# REST and SPORT

— AMONG THE —

# RIDEAU LAKES

## THE RIDEAU CHAIN.

**A** FAMOUS author has said, "Among the romantic scenery of our country the Rideau is the most enjoyably beautiful route, it is a song of rest with beauty and grace for its praises," and this booklet seeks to place before the ever increasing tourist army, the surpassing charms of the Rideau Chain of Lakes, and perchance to furnish instruction to some who may not yet know that beyond the Martello Towers of Kingston there lies an historic military waterway, which for varied natural beauty, and the opportunities it affords for sport, fishing, shooting, canoeing and yachting is simply unrivalled.

At the close of the war of 1812-13, the British Government determined to construct an independent waterway from Montreal to the great lakes, which would be available for the transport or warlike material, and be at such a distance from the St. Lawrence as to be free from probability of interruption in case of renewal of hostilities.

The route chosen was through what was then a virgin forest, and followed an inland natural waterway of lakes and rivers, known as the Rideau Chain, consisting of ten lakes varying in size and shape, each set in its own framework of forest clad hills, and connected by streams; forming a group of wondrous beauty.

By the deepening of the connections between the lakes, and the building of locks, where made necessary by the difference of levels, the lake system was made available for navigation between Kingston on Lake Ontario and Ottawa River at the City of Ottawa; being completed in the year of 1832, at a cost closely approximating five millions of dollars. The work impresses one with its air of solidity and massiveness, and stands to-day as an enduring monument to British pluck and financial resources.

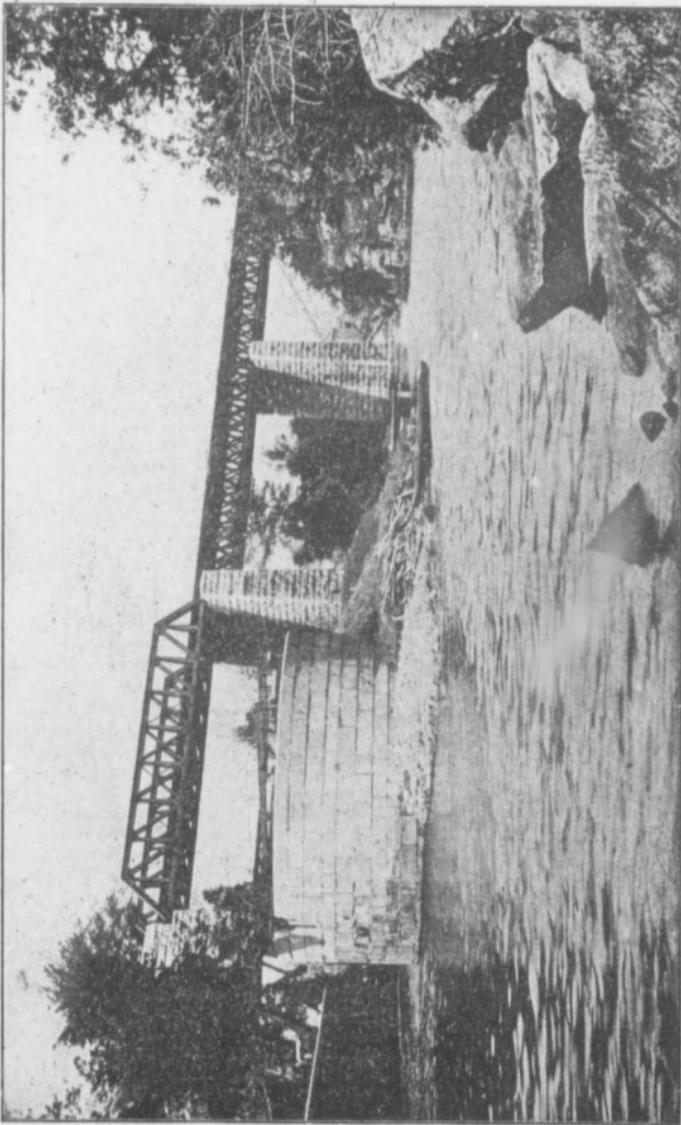
Thousands of summer tourists have for years past visited the St. Lawrence and the Thousand Islands. They stay, perhaps, for a week or two at Alexandria Bay, Round Island or Thousand Island Park, and go home without knowing that they have been within a few miles of one of the most delightful trips on the continent, which at a very little added expense they could have enjoyed. To see the Thousand Islands without also seeing the Rideau Lakes is like going to Niagara Falls and being content with viewing them from the American shore.

This is all being changed, and now very few are content to spend all their holiday at the St. Lawrence resorts. The Rideau Lakes trip has become famous, and is yearly attracting greater crowds who go away to swell the number of its enthusiastic admirers.

## FISHING.

In years gone by the St. Lawrence was the resort of every lover of the piscatorial art. Disciples of Isaac Walton flocked thither in thousands to catch the black bass and maskinonge for which the river was famous. Now, alas, the

fisherman comes only to be disappointed. An occasional strike is made by the magnificent strings of three and four pounders, which were a common occurrence twenty years ago, now exist only in the too vivid imagination of some enthusiastic sportsmen. Not so with the Rideau Lakes. There the black bass, the gamiest fish in inland waters, is still to be found in immense numbers. Every lake teems with them and there are scores of lakes along the Rideau route, and within a few miles of it.



GRAND TRUNK RAILWAY BRIDGE, KINGSTON MILLS.

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### ITS CHEAPNESS.

Another attractive feature of the country through which the Rideau trip is taken, is the comparatively small cost at which everything can be purchased. The hotel rates are very reasonable; fishermen can be hired to row the tourist for a considerably lower figure than has to be paid on the St. Lawrence; all the necessaries can be purchased at the very lowest possible price. Indeed a trip by the Rideau route can be taken with a stop over, for a few days or longer, at any of the attractive places along the line for a surprisingly low sum. The trip is, as far as expense goes, within the reach of anyone who takes a summer holiday.

### THE STEAMER ROUTE.

Clayton, N.Y., delightfully situated opposite the upper group of the Thousand Islands, is the American terminal of the picturesque Rideau route, and at Clayton connection is made with the great railway system, the New York Central lines, which has probably in greater degree than any other agency been the means of popularizing the great northern summer resorts of the St. Lawrence and adjacent lake country.

The steamers of the Rideau Lakes Navigation Co., limited, leave Clayton, Tuesday, Wednesday and Friday at 9:00 p.m., Sunday at 3 p.m., and make direct train connection during the tourist season, leaving the New York Central Railway docks, and passing among the islands of the St. Lawrence to the City of Kingston.

The steamers performing this service are modern and adapted to the requirements of first-class tourist travel, with steam heat and electric lighting, and nothing has been neglected which would add to the comfort of the passengers. The dining rooms are in charge of competent stewards, and every effort is put forth to make the service perfect in every respect.

### THE GRAND TRUNK ROUTE.

Tourists from the west and south reach this magnificent region over the lines of the Grand Trunk Railway System, one of the best operated and equipped railways on the continent. From Chicago, Detroit and the west, through vestibuled trains are available. From Buffalo, Niagara Falls, Hamilton and Toronto, Pullman sleeping cars are operated direct to the wharf at Kingston where the steamers land, and where connection is made. On the return trip of the steamer, connection is also made with the Pullman sleeping cars which are attached at Kingston to the midnight train for Toronto, Hamilton, Niagara Falls and Buffalo, and with the through sleeping cars on these trains for Detroit, Chicago and the west.

From the east ample accommodation is afforded passengers by the Grand Trunk Railway System with a service of four express trains week days, and two fast limited daily trains between Montreal, Kingston and the west, and a through fast daily service between Montreal and Ottawa, at which point connection is also made with our steamers.

Passengers who reach Ottawa via the steamers of the Rideau Lakes Navigation Company, make direct connection with the Grand Trunk Railway System for all points, also for the "Algonquin National Park," the famous summer resort situated on its lines 150 miles west of Ottawa.

Established 1847

## C. Livingston & Bro.

Importers of

# Fine Woollens and Furnishings

75-77-79 Brock Street  
KINGSTON, ONT.

OUR CUSTOM TAILORING IS FAULT-  
LESS IN WORKMANSHIP.

OUR MEN'S FURNISHINGS ARE  
EXCLUSIVE.

OUR READY-TO-WEAR GARMENTS  
ARE THE BEST MADE.

We cordially invite you to visit our Estab-  
lishment whether you wish to purchase or  
not; you will receive the most courteous  
attention.

We carry a Large and Extensive Assort-  
ment of DR. JAEGAR'S SANITARY  
WOOL GARMENTS for Men and Women.

ASK FOR CATALOGUE

## Livingston

Not five minutes' walk from the boat.

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Between Ottawa and New York via the Grand Trunk Railway System and connecting lines, a through Pullman sleeping car is operated leaving Central Station, Ottawa, and Grand Central Station, New York, every evening. This optional route by steamer to Canada's picturesque Capital returning by rail is a popular trip and one that is taken advantage of by many.

From Boston and New England points, through trains are operated over the Boston & Maine and Central Vermont Railways to Montreal where connection is made with the fast trains of the Grand Trunk Railway System for Kingston and Ottawa.

## Kingston

Kingston, from its wealth of historic associations, its superb situation, its proximity to the beautiful Thousand Islands and to the no less beautiful Rideau Lakes, its fishing, boating and yachting, has attractions for the summer tourists that are unsurpassed by any other place on the Continent of America.

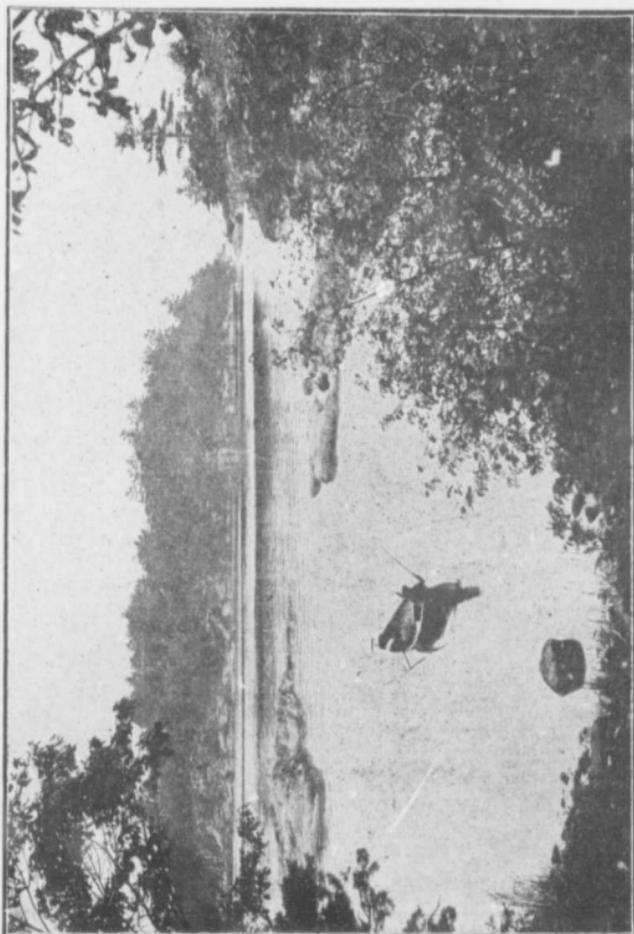
We go back two hundred and fifty years to the time when Champlain visited Lake Ontario to find the first reference to that part of the lake on whose shores Kingston now stands,



CITY HALL, KINGSTON.

but it was not till 1673 when the heroic Frontenac made his memorable journey up the St. Lawrence by canoes and flat boats that civilized man planted his first habitation here. The struggles of the early French settlers against their Indian enemies, the destruction of Fort Frontenac by the Iroquois, its rebuilding by Count Frontenac, its capture by the British in 1759 and its settlement by the U. E. Loyalists under Captain Grass, are the leading points in a history that is

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thrilling and often romantic incidents. It was here that the adventurous La Salle dreamed of a new route to India, and it was from this point that he started on that memorable voyage which resulted in the discovery of the Mississippi.

It is not too much to say that Kingston is, with the exception of Quebec, more picturesquely and beautifully situated than any other City in Canada. Rising on a gentle slope from the water's edge, with the noble St. Lawrence gemmed with the Thousand Islands stretching to the east, with Lake Ontario and the beautiful Bay of Quinte to the west and the Catarqui River flowing from the northeast. Nature seems to have exhausted herself in making a magnificent picture fit to form a background for a beautiful City.

When visiting Kingston we want particularly to draw your attention to the Clothing and Furnishing Establishment of C. LIVINGSTON & BRO., 75-77-79 Brock Street. This well known firm are direct importers of fine woollens and exclusive men's furnishings. Right prices and courteous attention to customers together with the largest and most up-to-date stock of woollens for custom tailoring, men's furnishings and ready-to-wear clothing between Toronto and Montreal, have built up for this firm an enviable reputation for reliable goods.

The City presents some old-time aspects which in this modern, work-a-day world are restful and carry us back to the time when money was not the be-all and end-all of existence. Could the ground on which the Tete De Pont Barracks stand tell us its tale of human joy and suffering, it would read like a romance. Old Fort Henry and the Martello Towers, guarding the harbor and City, rouse in the thoughtful those sentiments which inspired Wolfe on the evening before the taking of Quebec to dwell on that melancholy line from Gray's Elegy, "The paths of glory lead but to the grave." It is said that Great Britain spent over a million dollars on these massive fortifications which made Kingston at the time they were erected the most strongly fortified place in Canada with the exception of Quebec. But the friendship between Great Britain and the United States which is being cemented more firmly as the time goes on is the best protection for our frontier. The only invasion we now look for from the great Republic to the south of us is one of summer tourists and we shall always gladly welcome them.

Apart from its prominence as a military post, Kingston has many points of great interest. Its public buildings, especially the City Hall and Court House, are very fine, the grey limestone turned almost white by age looking like marble in the sunlight. Other places of interest are Queen's University with 1,500 students, the Penitentiary, Rockwood Asylum, Royal Military College, Tete de Pont Barracks, Fort Frederick, the Old Block House, City Hospital, Hotel Dieu, St. George's Cathedral, St. Mary's Cathedral, Armouries, the City Park, Macdonald Park and the Government Dry Dock.

The City itself is well laid out and the streets well lined with beautiful shade trees. Being a place of 20,000 inhabitants it can give the tourist all the conveniences of City life while at the same time offering him all the charms of the country. Its stores are equal to those of many places twice the size and are stocked with a full assortment of the very latest styles of goods at prices which in many lines are far below those in the cities across the border.

But it is as a fishing, boating and yachting centre and as the coolest and most picturesque spot on the chain of Great Lakes that Kingston claims pre-eminence as a tourist resort. At Kingston and within ten miles of it are the finest bass fishing grounds on the continent, where the small mouthed

### THE BRITISH AMERICAN HOTEL KINGSTON.

THE BRITISH AMERICAN HOTEL which is now under the able management of Sherriff Bros., maintains the high reputation it has enjoyed in the past. It is most conveniently located within a block of the wharves and railway stations, and affords the traveller first-class accommodation in every respect. Rooms with running water, furnished with everything to ensure perfect comfort, with or without baths. Meals second to none and excellent service all combine to make this house all a traveller can desire.



56½ lbs. of Salmon Trout  
Caught on the Rideau

black bass, the gamest fish in inland waters, makes its home. In Kingston harbor itself, which is one of the finest and safest in the world and is equally well adapted for rowing, canoeing or yachting, the small mouthed black bass and maskinonge are caught in large numbers half a mile from the docks. Our American cousins have learned of this and are now coming in thousands every summer to enjoy the sport.

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Kingston is on the main line of the Grand Trunk Railway, Toronto and Montreal are each only about four and a half hours run from Kingston by this line. The "International Limited" is a revelation to those who have never before travelled by Grand Trunk. The dining and sleeping car services are unsurpassed and the ordinary day coaches are models of elegance and comfort. Tourists from the west can remain over at Kingston, where a superb hotel is soon to be reached, and can then take the Rideau Lakes trip.

Connections at Kingston with the Grand Trunk Railway System, east and west; Kingston & Pembroke Railway; Bay of Quinte Railway; Richelieu and Ontario Navigation Co.; Lake Ontario and Bay of Quinte Steamboat Co.; and Thousand Island Steamboat Co. Connections at Newboro with B. W. & N.W.R.R. Connections at Smith's Falls with Canadian Pacific Railway, east and west.

At Ottawa our steamers land near the Central Station where the Grand Trunk, C.P.R., and O. & N.Y. trains arrive and depart. Connection is also made here with the O. F. Co.'s Steamers, the Ottawa River Navigation Co., and Canadian Northern Railway.

In another part of this book will be found a list of hotels open during the summer season, and the private home, Maplehurst will appeal to those who do not care for the hustle of hotel life, or who desire to make a lengthened stay in the city amid quiet and restful surroundings.

#### HOTEL FRONTENAC, KINGSTON, GANANOQUE INN, GANANOQUE

HOTEL FRONTENAC, KINGSTON, is the leading hotel for commercial men and tourists. Open entire year. Hot and cold water in every room. American Plan.

GANANOQUE INN, GANANOQUE, in the heart of the 1,000 Islands. Desirable location for tourists.

Both these hotels are under the management of A. Arch. Welsh, and all are assured of first-class accommodation, excellent attention and prompt service by patronizing him.

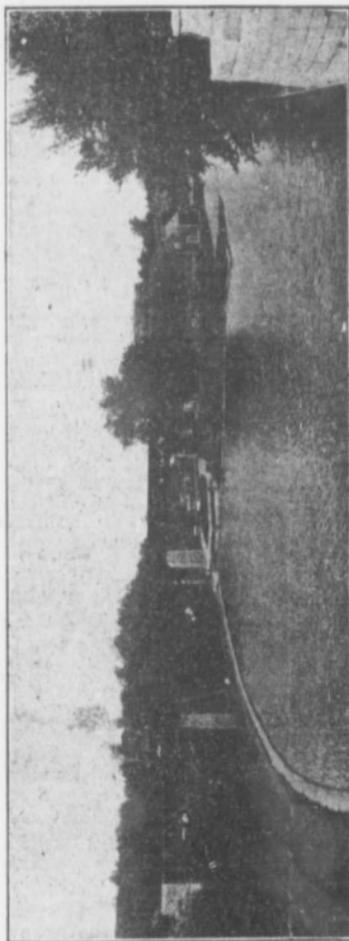
Leaving Kingston at 6 a.m. Monday, Wednesday, Thursday and Saturday, and passing through Catarqui Bridge, which connects Kingston with the military reservation, on which are Fort Henry and the Royal Military College, the steamer follows the course of the Catarqui River, which "winds about and in and out," between sloping wooded shores and rich pasture lands, bounded by distant bluffs clothed with green, which finally converge into a narrow ravine with perpendicular towering sides. After winding along for half a mile between these walled rocks the first lock of

#### KINGSTON MILLS

is reached at a distance of six miles from the City of Kingston. The locks are four in number and the total lift is 47 feet. The dam that holds back the water is over 6,000 feet long by 14 feet high, and at a great height overhead the double track of the Grand Trunk Railway System spans from hill to hill upon a modern steel structure, fully up to date in every respect, as are all the equipments of that great railway system. An express train thunders over the bridge above our heads, breaking the quiet of the country, and we feel distinctly resentful of its intrusion. How we pity the occupants of those cars, with their atmosphere of rush and direct

purpose, we happy mortals who are being raised from elevation to elevation to the music of imprisoned waters, and in pleasure anticipating our day's passage along the fair Rideau, the loveliest of waterways, with its woods and hills, its clear winding river stretches, its foaming cataracts, and its chain of rock-girt lakes.

The locks are marvels of solid masonry and triumphs of engineering skill. They are built of limestone blocks six feet in length by four in width and of proportionate thickness, are 142 feet long by 33 feet in breadth, and from 12 to 25 feet deep.



Kingston Mills on the Rideau

The dams also are of such massive construction as to be well nigh cyclopean in character. The work was done by British soldiers under the direction of the Royal Engineers, and up to 1854, when the Rideau route was transferred to the Dominion Government, the lock-men were ex-soldiers of the engineers or artillery wearing military uniform.

Above the locks still stand the square, heavily built block-houses they occupied, with slits in the walls through

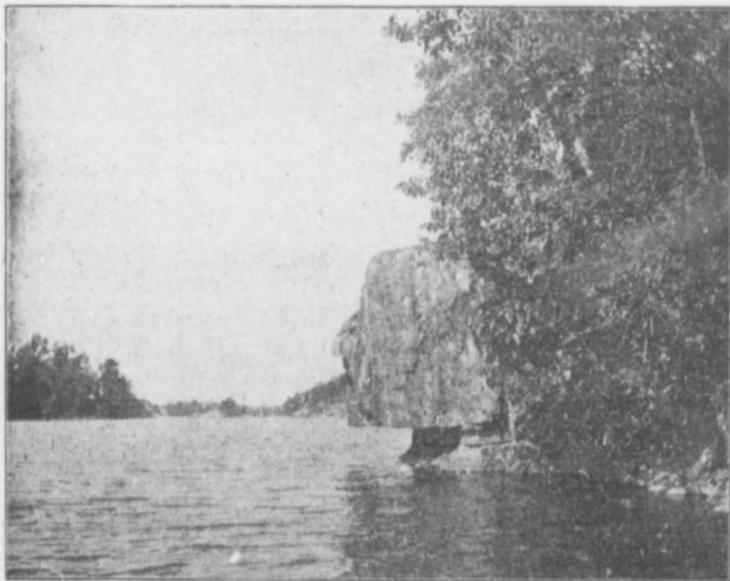
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which they could direct their rifles in the event of Indians or unfriendly strangers threatening to impede navigation. But since the opening of navigation in 1829, no event has occurred. Soldiers and Indians have alike disappeared, and the only strangers who linger around the locks are admiring tourists, who do not desire to destroy aught save fin, fur and feathers.

So contiguous were the lakes that in the entire 126 miles it was only found necessary to have six miles of artificial construction, and as this is scattered along the whole route, it is almost impossible to decide where the natural course has been supplemented.

The next stretch of ten miles is formed by backing up the water of the Cataraqwi River. This construction, while it made the water deep enough for navigation and rendered excavation unnecessary, flooded considerable of the surrounding country, which now bears the name of "Drowned Lands," the home of different kinds of wild fowl.

A short cut connects the "Drowned Lands" with Washburn Lock, where there is a lift of about ten feet. A continuation of the same cut brings the boat to the Brewer's Mills Lock, at which place the lake navigation proper begins, and we leave the river and find ourselves in a bewildering maze of wood and water, shut in by hills, from which



PROFILE DUKE OF WELLINGTON.

such a wealth of greenery overshadows us that sunlight only pierces through in fitful gleams, whilst beyond the lake glows like a sheet of liquid gold. So narrow is the rocky channel that leaves float down upon us as we pass under the green arcade, and so abrupt are the turnings amid the dense woodland, so full are the shores of delusive bays, inlets and promontories, that the prospect of finding a navigable course seems beyond all reasonable hope, but when no way of exit appears, a sharp turn to the right, and a beautiful stretch of water and some grand bluff scenery three-quarters of a mile long and 150 feet high are in view. Out of this

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bluff projects an excellent profile of the Duke of Wellington. It is fully twenty feet from chin to top of forehead, and standing out boldly as it does beyond the line of bluff, it would be easily recognized by the tourist who saw it for the first time as a profile of the Iron Duke.

#### CRANBERRY LAKE.

Cranberry Lake is then almost immediately entered. It is a large expanse of water and contains many islands of considerable extent. Connected to the north are several lakes in which there is superb fishing. Large bass and pike abound. Towards its foot the lake contracts sufficiently to allow of it being bridged at a point called Brass Point. Two miles further on is the flourishing village of Seeley's Bay, which is prettily situated in a beautiful bay off the channel. Next comes a winding channel, varying in width from 100 to 300 feet. The banks are very steep and wild, and covered with trees to their summit.

#### WHITEFISH LAKE.

Rounding a point, another lake breaks upon us, a sapphire sea, studded with emerald isles; from out the tangled mass of leaves, blossom and vine there flashes the red-winged



WHITEFISH LAKE.

blackbird, like a streak of flame; the lonely crane pursues his slow, heavy flight, and from overhead comes the weird, eerie cry of the loon.

Whitefish Lake, upon whose isle-gemmed surface we take our way, possesses many distinctive features of interest. It is five miles in length, and surrounded by towering granite hills, covered with a garment of trees and shrubbery, through which the jutting rock points show purplish in the sunlight.

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### JONES' FALLS.

Jones' Falls, called by Princess Louise "the most beautiful spot in Canada," is situated at the eastern end of Whitefish Lake. At this point the difference in level between Whitefish and Sand Lakes amounts to nearly eighty feet, which is overcome by the construction of four locks placed amid most beautiful surroundings. The passage of the steamer through the locks occupies nearly forty minutes, a period of time all too short for the ramble on shore and inspection of the waterfall and the immense stone dam, a stupendous structure of horseshoe form holding back the waters of Sand Lake.

It is four hundred feet long, three hundred feet thick at the base, and ninety feet high, formed of immense blocks of closely cemented cut stone, and at the time of its construction was justly looked upon as one of the great engineering achievements of the world. At Jones' Falls is situated the Hotel Kenney, a favorite resting place for tourists, where many American visitors spend the summer season, amid the "beauty spot," and with fine country roads for driving or cycling, superior fishing and sailing or canoeing on the landlocked above and below the Falls.

Leaving Jones' Falls we enter narrow winding channels with high bluff rocky shores; a most enchanting sail, while all around are nooks and tiny bays, with bewildering inlets, usually in midseason occupied by camping parties.

## The Windsor

OTTAWA, CANADA

Is the most home-like, and is the favorite hotel with Americans visiting the Capital.

### Write the Manager in Advance

Mentioning the number in your party and he will promptly quote you best rates for a long or short stay.

### Located off the Principal Thoroughfare

Within a few minutes from R. R. Station, Rideau Canal Dock, Parliament Buildings, and points of interest.

ENQUIRE FOR

The WINDSOR, "The Tourists' Hotel"

Rates—By Day \$2.00, \$2.50 and \$3.00, A. P.

M. F. HART, PROPRIETOR.

**SAND LAKE.**

Sand Lake, which we now enter, is from one to three miles wide, is one of the loveliest of the whole Rideau chain, with its bay-indented shores and its pretty island vistas, while to the angler it has the additional attraction of yielding to his skillful handling of rod and reel very large and game specimens of black bass. From Sand Lake we pass into Lake Opinacoon with its labyrinthian passages, through which the steamer's course winds, and, like Sand Lake, the great abundance of black bass and other fish has made Opinacoon a favorite with the fishermen.

**HOTEL KENNEY**

THOMAS KENNEY, Proprietor  
J. A. KENNEY, Manager

Jones' Falls, Ontario, Canada

**T**HIS Hotel with its "Annex" is the largest and most modern Hotel on the Rideau Lakes. It is situated on the water's edge between Whitefish and Sand Lakes, and in the very midst of the best Bass fishing this section affords. Its large airy rooms, single and en suite, broad, cool piazzas, excellent cuisine, modern sanitary arrangements, hot and cold water baths, make it a comfortable and home-like hotel. Experienced guides, good boats and live bait always on hand.

RATES, \$2.00 to \$3.00 PER DAY.

Weekly rates and booklets cheerfully furnished upon application.

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WHITEFISH LAKE AND HOTEL KENNEY, JONES' FALLS.

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**CHAFFEY'S LOCK.**

Chaffey's Lock serves to lift us from Lake Opinac to the level of Indian Lake. The shores of Indian and Clear Lakes, through which we now pass, are high and rugged, and the scenic effect most pleasing. As we cross Clear Lake we find ourselves approaching a bluff shore without an apparent opening, but ultimately a narrow passage appears shut in by high and rocky banks, among whose tree-covered tops gleam the white tents of the camper.

Newboro Lake, widely known as affording some of the best bass fishing on the whole chain; it is about three miles square and said to contain ninety islands, those before us with filmy treetops scarcely defined, looming tremblingly between sky and water like hanging gardens. As a result, it is very generally resorted to, and many substantial and tasty cottages are to be seen on its islands and along its shores.



GATHERING LILLIES, NEWBORO LAKE.

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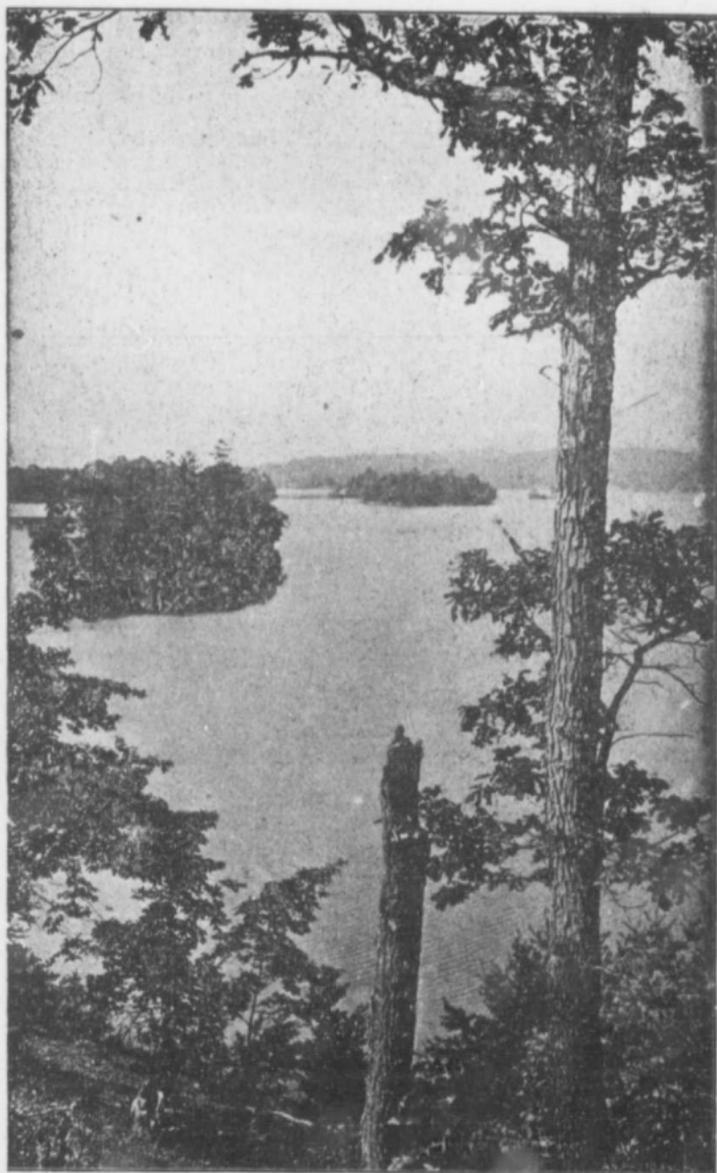
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NEWBORO LAKE

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After passing Grass Point, a pretty stretch of shore much in favor with campers, the cosy village of

#### NEWBORO

is seen directly ahead. Just before reaching the foot of the bay on which it lies, however, the steamer takes a turn to the left and at once brings up at the last lock on our way to the height of land. At this point we get our last lift of eight feet, and now, finding ourselves 192 feet above the level of our starting point, commence virtually the run down hill. Newboro thus has the distinction of marking the ridge of a watershed, the waters in one direction running towards Kingston, and in the other towards Ottawa. A cut through the rock formation nearly one mile in length was necessary at this point in addition to the lock, and in making its passage we see over our heads two bridges, one carrying the



AT THE ELBOW, NEWBORO LAKE.

rails of the Brockville & Westport Railway, and the other used for the general traffic of the vicinity. Newboro itself has a population of about 1,000, and, besides affording exceptional fishing, is much frequented by sportsmen in September and October, when excellent black duck shooting is to be had on the extensive wild rice beds at the foot of the lake.

At Newboro the tourist has reached one of the most interesting points on the whole trip. The village itself is interesting because of the fact that it is situated on a narrow neck of land which separates two lakes, one flowing north and the other in the opposite direction. In other words, this neck of land is the watershed of the Rideau, the two bodies of water being connected by a short canal, with a fall of only eight feet. Another interesting feature and one which is naturally draws the close attention of tourists is the immediate proximity of several lakes which afford the best bass and salmon trout fishing in Eastern Ontario. Several of these, including Newboro, Loon, Benson, Mosquito, Clear and Indian Lakes, are all on the same level, which means that the angler, once he has stepped into a rowboat, can visit any or all of these bodies of water without either lockage or portage, and furthermore is never at any time far away from his hotel at the

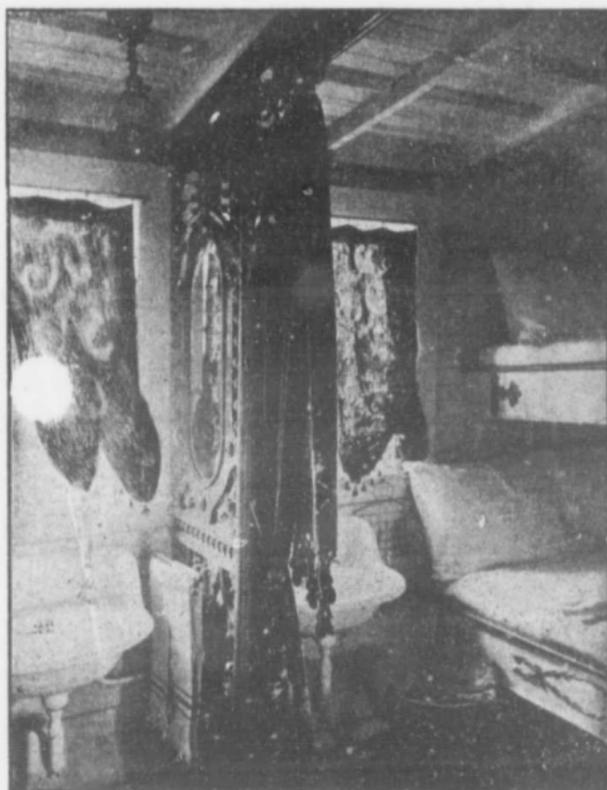
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starting point. He is also within close touch of Buck and Devil Lakes, two noted salmon trout waters. The portage at



INTERIOR OF STATEROOM, STEAMER RIDEAU QUEEN.

the latter is but a few feet in length and both are easily accessible by launch or rowboat, the run being a comparatively short one.

#### LITTLE RIDEAU LAKE.

A beautiful sheet of water containing some very fine islands, on which are located many modern and artistic cottages. On the north shore of the lake is the Laurentian range of mountains, at a base of which are several pretty cottages.

#### WESTPORT

a village of 1,000 population, is most charmingly situated on the west shore of the lake. It is about three miles from the main waterway. The approach to the village from the deck of a steamer is very beautiful. On the south shore the land is undulating and contains many fine farms, while on the north shore the mountain rises slowly and ascends to the height of about 200 feet away to the northward. The mountain is rich in minerals, iron ore, phosphate and mica have been extensively mined. It is a veritable Cobalt.

After a day on the lakes the tired fisherman is sure of all the comforts and conveniences he needs at the Fishermen's Rest, D. H. Lewis, Proprietor. This home-like hotel is noted for the excellence of its table, only the best in line of food being supplied.

### BIG RIDEAU LAKE.

This is the largest single body of water on the whole chain, and in some respects the most attractive. From the point of our entrance to the exit the distance is about twenty-one miles, while its width at one place is between



## Fishermen's Rest

D. H. LEWIS, Proprietor  
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seven and eight miles. Its northern shore is rocky and precipitous, but to the westward finely cultivated farms, in some places, come down to the water's edge. Here are the allurements of hill and valley and northward stretching shore of high commanding bluff with green garlanded islands, through the intricacies of whose countless channels the green wavelets dance, while in the deeper land-locked bays and inlets, through the unruffled surface, the bottom of rock and clear white sand gleams invitingly from a depth of many feet.

Its islands, fully 200 in number, are mostly heavily wooded, and upon them a good many substantial cottages are to be seen, while on long island is situated the Angler's Inn, a club house purchased some years ago by officials of the Canadian Pacific Railway, and now occupied by them every summer. Irrespective of its size and great natural beauty, the Big Rideau is noted as a fishing ground. Its salmon trout have a reputation for both size and gameness, while it is also well stocked with black bass, Oswego bass, rock bass, moonfish, pike, perch, whitefish, herring, sunfish and bullheads.

#### PORTLAND.

Shortly after entering the lake the steamer bears to the south and enters quite a large bay, upon which is situated the village of Portland. The principal hotel is the Commercial, the home of many Americans during the summer. W. H. Murphy is the proprietor, and is one of the best hotel men on the Rideau. The House is first-class and meals unsurpassed. Good fishing and boating and an ideal place to spend a vacation.

#### GARRETT'S REST.

The next port of call is Garrett's Rest, three miles further down the lake, a summer hotel with delightful situation, upon an island at the mouth of the lake-like expanse called German Bay, a favorite fishing ground. The reputation of Garrett's Rest is such that families come year after year to spend the season amid its restful and comfortable surroundings. The house has accommodation for 60 people, with every convenience. Finally reaching a point known as the "Rocky Narrows," the lake channel contracts to such an extent as to present the appearance of a wide island studded river, with high bluff shores clothed with green.

#### RIDEAU FERRY.

Rideau Ferry has quite a summer population, one of the most conspicuous residences being that of Senator McLaren.

After a run of three miles through the lake beyond the Ferry we reach the actual head of the

#### RIDEAU RIVER

and for a further distance of three miles we follow a winding channel which ends in an opening almost hidden by the foliage, the entrance to

#### POONAMALIE CUT.

Seventy years ago, when this cut was excavated through the rock formation, the original forest was destroyed, but nature has again clothed the banks in green, the large trees

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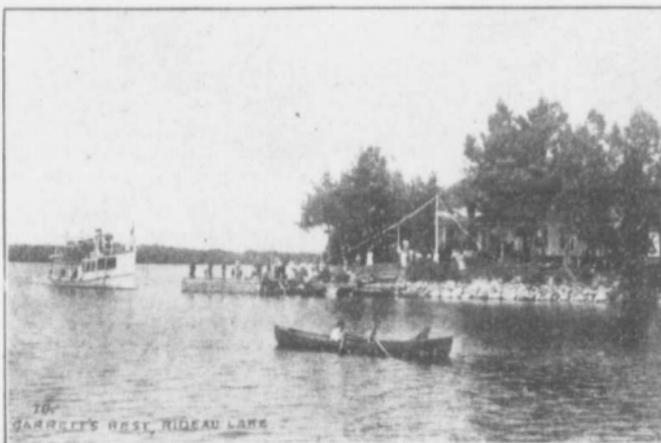


of second growth spreading across and overhanging the channel, so that the steamer would brush against the foliage, if the luxuriant growth were not occasionally removed. This is one of the most interesting points in the Rideau, and a favorite camping and picnic ground.

#### SMITH'S FALLS.

In passing from Kingston, through all the varied scenery of woodland and lake, each vieing with the other in solitude and beauty, we come to this beautiful and progressive town of about 6,000 inhabitants. It is situated about half way between Kingston and Ottawa, and is largely a manufacturing centre. It is also one of the neatest and brightest towns in Ontario, and forming the junction of the Brockville & Ottawa branches with the main line of the C.P.R., its railway facilities are good. It contains seven hotels, two of which are very large and commodious and are considered first-class in every respect. The far-famed Rideau Lakes noted for their excellent bass and salmon-fishing, are in close proximity, and can be reached by daily boats after an hour's delightful sail. Further information can be obtained from B. E. Sparham, Town Clerk.

Passing Edmund's and Maitland's rapids, the latter locality noted as a duck shooting ground in September and October, we reach the town of



## Garrett's Rest

### On the Big Rideau Lake

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### MERRICKVILLE

where there are three locks, which place the steamer on a level lower by twenty-five feet than that by which we entered the other side, Merrickville is a progressive place, with such hotel service as to commend itself to the most exacting tourist.

Four miles further we reach

### BURRITT'S RAPIDS

at which port we find one lock and a bustling village.

We are lowered here six feet ten inches, and now find ourselves on the longest continuous run of the whole route. This is known locally as the "Long Reach," and affords a clear stretch of navigable water of twenty-seven miles. It also affords some charming scenery.

While the whole Rideau Lakes route offers unsurpassed facilities for enjoyment in the sport of fishing, this portion



Photo by Keerfoor, Smith's Falls.

### RIDEAU QUEEN LEAVING SMITH'S FALLS.

holds out special inducements to the angler, as in addition to superior black bass fishing the twenty-seven miles run is beyond comparison the favorite haunt of that lordly fish, the maskinonge. A bolder biter or a more enduring fighter than this king of Canadian game fish does not exist, and this part of the Rideau has the reputation of furnishing them in greater numbers and of larger size than any other place in Canada. This grand fish is usually taken by trolling with a spoon or other artificial bait, and if assistance of guides or local anglers is required by the visitor, it can readily be obtained among the residents along the shores.

### LONG ISLAND.

There are three locks by which we descend twenty-eight feet at this place, but to the tourist the most striking objects to be seen are the two immense stone dams which serve to

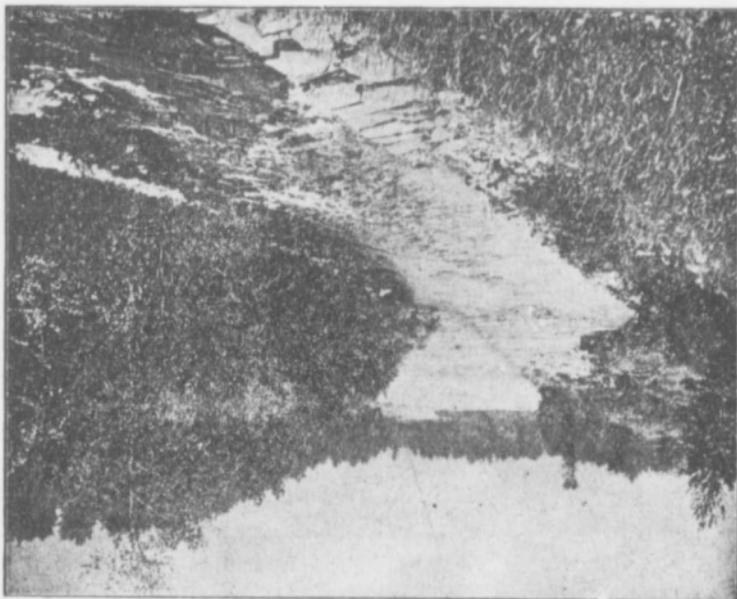
hold back the waters of the upper level. One of these, 740 feet in length, has a height of about ten feet; but the other though shorter, 330 feet, is 30 feet in height. At the next lock,

#### BLACK RAPIDS,

there is but a drop of ten feet, but as we pass through we notice at one side still another immense dam, 300 feet long and ten feet in height. Usually the face of this dam carries thin veil of falling water, presenting on bright days a very handsome sight. Just four miles further on we come to a spot known by the rather unromantic name of

#### HOGSBACK.

The name is said to have been derived from the presence, in the bed of the swiftly rushing stream, of many large rounded boulders. The Rideau River at this point is not navigable, and the rest of our journey, about three miles, is accordingly made through an artificial cut. The engineering



RAPIDS NEAR LOCKS AT HOG'S BACK.

work here includes two locks, with a drop of thirteen feet six inches, and another stupendous dam, 320 feet long and forty-five feet in height. Being quite close to Ottawa, Hogsback is the centre of a considerable summer population. A run of one mile through the cut brings us to

#### HARTWELL'S

where, in passing two locks, we descend twenty-two feet, and then find ourselves on the last run to the capital city. It is but two miles away and in a few minutes our steamer arrives at her wharf, in the centre of the city, in the vicinity of Parliament Square and the hotels, and opposite the Union Station of the Canadian Pacific, Grand Trunk, Ottawa Northern & Western, and New York and Ottawa Railways.

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## Northern Ontario

The region of the Upper Ottawa is one of unusual attractiveness. The line of the Canadian Pacific follows the south bank of the river, giving splendid views of the noble stream—from Ottawa City to Mattawa. From Pembroke, 104 miles above Ottawa City, where the stream broadens, steamers run to Des Joachims, 45 miles distant, through scenery in which are combined loveliness and grandeur. At Mattawa the transcontinental railway leaves the Ottawa Valley, but a branch line follows the sinuosities of the stream to the great lake region of the Temiscaming and the Kipawa, beyond which lies Lake Temiscami and other magnificent waters.

The largest of these lakes is Temiscaming, which winding amongst the hills with which it is girt, has a length of 75 miles and a breadth varying from a few hundred yards to three and four miles. There is an excellent steamer service on the lake, and the tourist is conveyed to the many places of interest. At the furthestmost point is North Temiscaming, where the Quinze—the river of the fifteen rapids—enters the lake. This is the regular canoeing route to James' Bay by Abitibi Lake, and by it and Grand Lac Victoria the waters of the Ottawa can again be reached by the Gatineau, the Lievre, and other streams; or by more extended tours the mighty St. Lawrence itself by way of the St. Maurice or the Saguenay.

Immediately to the east of, and emptying into Temiscaming, is Lake Kipawa, which with stretching arms in every direction, studded with islands, and these islands in turn with lakelets, is claimed by some to be even more attractive than its greater neighbor. It has a coast line that is approximately placed at 600 miles, although no one has yet traversed the full length of its deeply indented shores. On the lake are several steamers, the largest of which makes a run of 40 miles in three different directions amidst delightful environments.

Lake Temagami is perhaps the most winsome of this trinity of water stretches. With a length and breadth of about 30 miles each, its waters are translucent as crystal, its shores in most places bold and precipitous, and many bays and arms run off for miles in all directions. Its surface is studded with 1,400 islands or more. Altogether with its elevation, bracing air, and romantic scenery it is an ideal summer resort. Temagami proffers unsurpassed canoe trips, and if the intending tourist is not possessed of a birchbark, there is no difficulty in procuring one at several places before it is actually needed.

The whole Trunk Railway System reaches these Northern districts via its Northern division between Toronto and North Bay, and passengers from Ottawa connect with these trains at Scotia Junction.

The whole region of the Upper Ottawa is a sportsman's delight. In the lakes are to be found bass, pike, walled-eyed pike (dore), gray trout and lunge, eager to scize the hook-studded troll, and in the streams speckled trout abound and leap at the fly almost before the water is touched. The game includes the lordly moose, red deer and caribou, with feathered game in as great abundance. It is also a favored country for persons suffering from hay fever, the balsam-laden air being pure and bracing, the surroundings congenial and pleasant, and the conditions favorable for recuperation.



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Good hotel accommodation is found at different points on Lake Temagami.

At Temiscaming, the terminus of the railway, there is an excellent summer hotel, which forms a convenient base from which excursions can be made.

## Algonquin National Park

The "Algonquin National Park" is a region that has already won favor with a great number of travellers who are looking for new fields to explore, and for a place where civilization has not yet encroached upon Nature's domains, and where man's handiwork is not in evidence. The major portion of visitors to this territory have been from across the International boundary, although a good smattering of Canadians have taken advantage of this magnificent playground. Irrespective of the scenic grandeur of the entire park, the main attraction is the grand fishing that is offered, and which is open to all true sportsmen who recognize the carrying out of the regulations laid down by the Crown for the protection and preservation of the fish and game.

The situation of the Park and contiguous territory might be called the eastern section of the "Highlands of Ontario," and covers an area of 2,000,000 acres of forest and water stretches, there being no less than 1,200 lakes and rivers within its boundaries. This vast extent of virgin wilderness has aptly been named "Lakeland," and the Ottawa division of the Grand Trunk Railway System penetrates its confines for many miles, giving exceptional facilities for reaching the different points of ingress to the many canoe routes and navigable lakes and streams which radiate from the railway line north and south, and making the region easy of access from any point of the American continent. Unlike many of the other lake districts in Ontario, the waterways through the whole area of the Park are a continuity of lake and stream, many of them being navigable for canoes from one to the other, while others are connected with short and easy portages with good trails blazed through the forest. The country is of a very rugged nature; the lakes are encircled with high shores, beautifully clothed with verdure from the water's edge to the summit of the high bluffs.

From Ottawa passengers may also proceed west to Parry Sound and the Georgian Bay or to Temagami. For the latter place connection is made with Grand Trunk Railway trains at Scotia Junction, the route from there being via North Bay.

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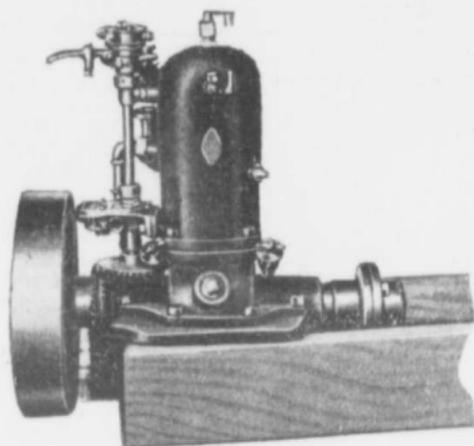


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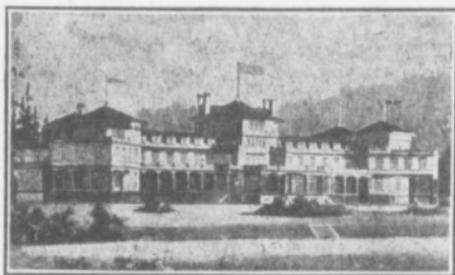
## The Picturesque ST. LAWRENCE SHORE

There is no scenery on the continent which equals the combinations of woodland, river and lake to be found along the shores of the mighty St. Lawrence River. The Canadian Northern, new short line between Quebec and Montreal, has many special attractions and affords the tourist and pleasure-seeker an entirely new and beautiful impression of the magnificent St. Lawrence, which it skirts for about forty miles, giving an unsurpassed view of the river, and affording as well a splendid variety of scenery—lake, stream, woodland and farm. The foothills of the Laurentian Mountains, the beautiful St. Charles Valley and Cap Rouge lend a special interest to the traveller.

At Cap Rouge Jacques Cartier spent his first Canadian winter in 1541,—many places on this line are associated with the final fight which France made for the possession of the northern half of North America. The last river-side station passed is Portneuf, but there is a station for Deschambault, the "Village of Pilots." This interesting village is set upon the cliff overlooking a passage, which has to be most carefully navigated by steamers that go to and from Montreal. There are nearly forty pilots living in Deschambault.

The whole province of Quebec is rich indeed with historical reminiscence and landmark, and from Cape Diamond right away up to Montreal, the *Canadian Northern* is a scenic route, abounding with much that is novel and interesting to the student of North American History.

There is an excellent train service over the Quebec and Lake St. John Railway from Quebec to La Tuque, on the upper St. Maurice, Lake Edward—the centre of the fishing country on the summit of the Laurentides,—Lake St. John, and Chicoutimi on the matchless Saguenay.



HOTEL LAKE ST. JOSEPH.

This Hotel is only fifty minutes' ride from Quebec, and the Quebec & Lake St. John Railway trains run into the grounds. There is a service to and from Quebec that is admirable, and is given by the only Gas-Electric Motor Car in Canada. The car is luxuriously equipped. There is neither smoke nor dirt, and passengers travel to the hotel speedily and in comfort.

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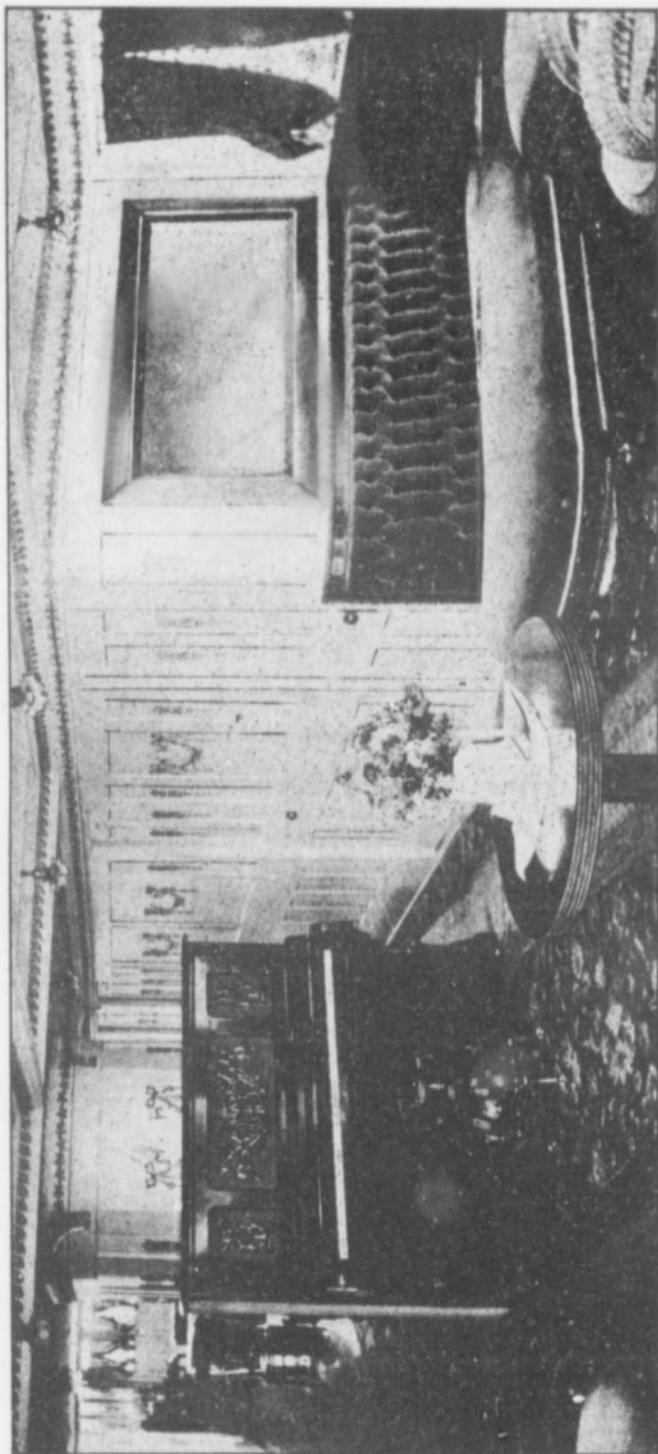
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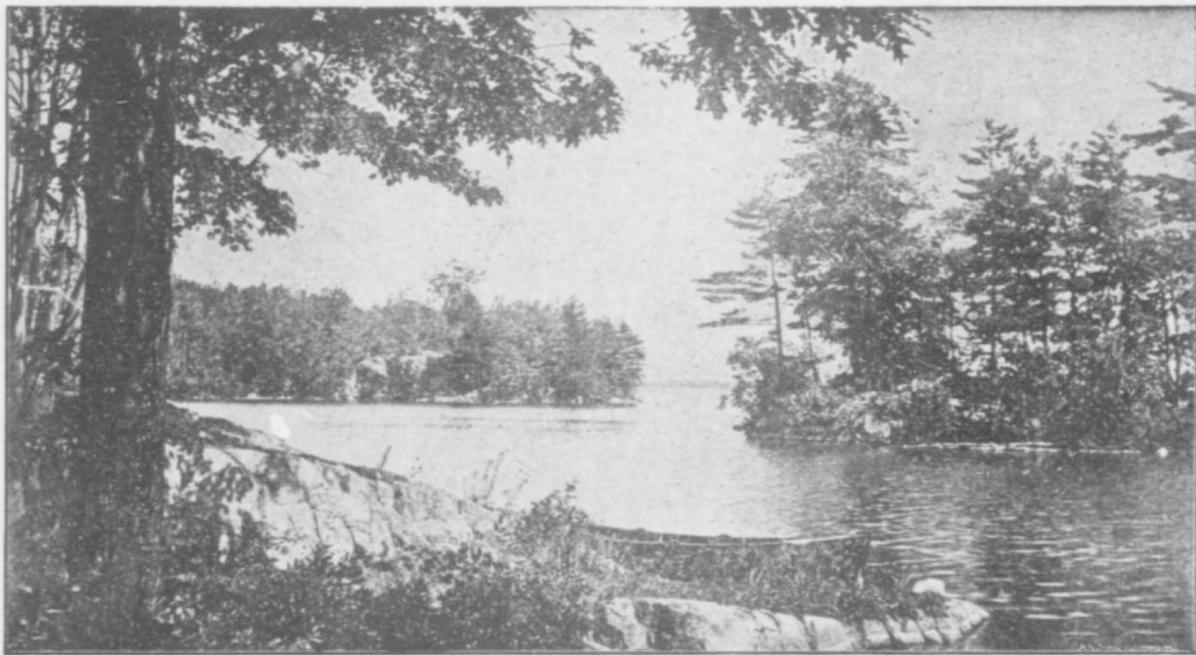
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6.00 A.M.	..... KINGSTON .....	6.00 "
7.00 "	..... KINGSTON MILLS.....	4.30 "
8.45 "	..... WASHBURN .....	3.00 "
9.45 "	..... BREWER'S MILLS.....	1.45 "
10.45 "	..... SEELEY'S BAY.....	1.15 "
11.30 "	..... JONES' FALLS.....	12.15 "
12.30 P.M.	..... DAVIS' .....	11 00 A.M.
1.00 "	..... CHAFFEY'S .....	10.00 "
2.00 "	..... NEWBORO .....	9.30 "
3.00 "	..... WESTPORT .....	8.30 "
4.15 "	..... NARROWS .....	7.30 "
5.00 "	..... PORTLAND .....	6.45 "
5.15 "	..... GARRETT'S .....	6.00 "
6.30 "	..... RIDEAU FERRY.....	5.30 "
8.30 "	..... SMITH'S FALLS.....	4.30 "
10.15 "	..... KILMARNOCK .....	3.00 "
11.15 "	..... MERRICKVILLE .....	2.00 "
1.30 A.M.	Tu.,*Thu.,*Fri Sep. BURRITT'S RAPIDS.....	12.00 P.M.
2.30 "	..... BECKETT'S LANDING.....	10.15 "
3.30 "	..... LINDSAY'S WHARF.....	8.30 "
4.30 "	..... MANOTICK .....	7.30 "
8.00 "	Arrive..... OTTAWA .....	6.30 "
	..... Leave	5.30 "
	..... Arrive	2.00 "

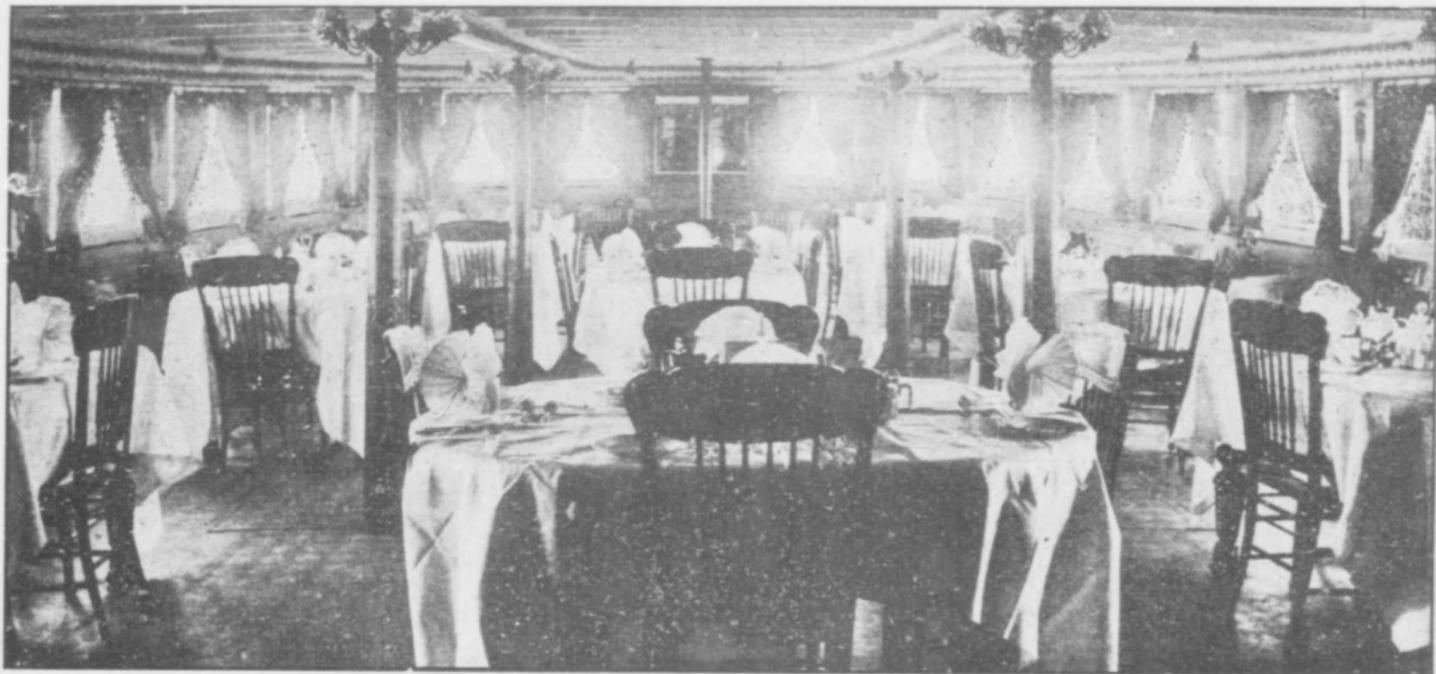
\*From June 23rd to Sept. 4th.

Right reserved to change Time Table without notice.

8.00 " | Arrive..... OTTAWA .....Leave| 2.00 "

\*From June 23rd to Sept. 4th.  
Right reserved to change Time Table without notice.

ollows:



DINING ROOM, STEAMER RIDEAU QUEEN.

36958 D

# Clayton, Kingston and Ottawa

**Rideau Lakes Navigation Co.  
Limited**

**1914**

**STEAMERS WILL RUN DURING THE SEASON  
OF NAVIGATION AS FOLLOWS:**

**From May 4th to June 23rd, and from September 4th  
to November 1st**

Steamers leave Kingston Monday and Thursday at 6:00 a.m.; arrive at Ottawa Tuesday and Friday at 8 a.m. Leave Ottawa Tuesday and Friday at 2 p.m.; arrive at Kingston Wednesday and Saturday at 5 p.m.

**From June 23rd to September 4th**

Steamers leave Clayton, N.Y., Tuesday, Wednesday and Friday at 9 p.m., on Sunday at 3 p.m. Kingston, Monday, Wednesday, Thursday and Saturday at 6 a.m.; arrive at Ottawa, Tuesday, Thursday, Friday and Sunday at 8 a.m. Leave Ottawa, Monday, Tuesday, Thursday and Friday at 2 p.m.; arrive at Kingston, Tuesday, Wednesday, Friday and Saturday at 4.30 p.m. Clayton, N.Y., 8.30 p.m.

	O.W.	R.T.
Fare, Clayton to Kingston.....	\$1.00	\$1.75
" Clayton to Smith's Falls...	3.00	5.25
" Clayton to Ottawa.....	4.80	8.35
" Kingston to Smith's Falls..	2.00	3.50
" Kingston to Ottawa.....	3.80	6.60
" Smith's Falls to Ottawa...	1.80	3.10

Meals and Berths extra.

Rideau King, Meals 75c., Berths \$1.50, Rooms \$3.00.

Rideau Queen, Meals 75c. to \$1.00; Berths: lower berth \$2.50, upper berth \$1.50, Rooms \$4.00.

Children occupying seats at the table will be charged for meals at tariff rates, as advertised. Stop-over allowed on application to purser.

**N.B.—Clayton Service from June 23rd to Sept. 4th.**

**D. NOONAN,  
V. P. & G. M.**

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List of Hotels and Boarding Houses

Name.	Proprietor.	Rates.
<b>KINGSTON</b>		
British American.....	Sherriff Bros.....	\$2.50 and up
The New Windsor.....	McCue Bros.....	2.00 per day
Hotel Frontenac.....	A. Arch Welsh....	\$3.00 and up.
<b>GANANOQUE</b>		
Gananoque Inn.....	A. Arch Welsh....	\$3.00 and up.
<b>JONES' FALLS</b>		
Hotel Kenney.....	Thomas Kenney....	\$2.00 to 3.00 per day
<b>CHAFFEY'S LOCK</b>		
Boarding House.....	Mrs. Simmons.....	\$2.00 and up
<b>WESTPORT</b>		
The Fisherman's Rest. ....	D. H. Lewis.....	\$2.00 and up
<b>PORTLAND</b>		
Commercial House.....	W. H. Murphy....	2.00 and up
Garrett's Rest.....	Newton & Garrett .	1.00 to 1.50 per day
<b>OTTAWA</b>		
The New Russell.....	Mulligan Bros.....	{ European—
Windsor.....	M. F. Hart.....	\$1.00 to 3.50 per day
Hotel Carlton.....	B. L. Law.....	2.00 and up
Hotel Victoria . . . . .	Jas. K. Paisley . . .	2.00 and up
<b>TORONTO</b>		
Carls-Rite . . . . .	Gd. Union H'l Co.	E.P. \$1.00 and up
		A.P. \$2.50 and up
Walker House . . . . .	Geo. Wright & Co.	E.P. \$1.00 and up
		A.P. \$2.50 and up

NOTICE TO PASSENGERS.

Passengers from New York by New York Central make connection with the Rideau Steamers at Clapton, N.Y., arriving in Kingston the evening of the same day, and can take a stateroom and have a night's rest preceding the journey through the Rideau Lakes.

The staterooms are always cool and airy, lying at the docks in Kingston, inhaling the delightful cool breeze coming off Lake Ontario.

Passengers leaving New York on Saturday evening make connections with Rideau Steamers at Clayton on Sunday evening.

STOP OVER CHECK

Good until close of season—will be issued on application to purser to passengers holding first-class, unlimited or summer tourists' tickets. When passengers hold berth or stateroom tickets to a given port and then decide to give up their room at an intermediate port, no refund will be allowed for the remaining part of the journey for the reason that by their reserving room through, the Company is debarred from selling the space.

An entire room will be sold for use of one person, only on presentation of two full transportation tickets.

Husband and wife will not be sold a berth, but must purchase an entire room.

Through tickets can be obtained from any Grand Trunk Railway, C. P. R., N. Y. C. & H. R. R. Agents; Thomas Cook & Sons, Raymond & Whitcomb, New York.

MISS BERTHA RUFFNER, Special Passenger Agent, Hotel McAlpin, New York.

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EASON

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G. M.

# Hotel Carlton



THE HOUSE OF COMFORT

ONE BLOCK FROM BOAT LANDING.

AMERICAN PLAN

RATES, \$2.00 and up.

THE POPULAR COMMERCIAL, FAMILY AND  
TOURIST HOTEL

B. R. LAW, Manager.

OTTAWA, ONT.

The  
**Hotel Victoria**

Favorite Summer Resort, beautifully situated on Deschene Lake, 8 miles up the Ottawa River from Ottawa City. Hull electric cars from city every few minutes.

RATES, \$12.00 AND UP.

Good Boating, Bathing, Fishing, Tennis, Bowling

Two Golf Clubs convenient.

OPENS MAY 1st. ORCHESTRA ALL SEASON.

FAMILY RATES ON APPLICATION.

**Turkish, Electric and Shower Baths**

Write for Booklet to JAMES K. PAISLEY,

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One Hour's Fishing at Newboro

# The New Russell

OTTAWA, ONT.

Under New Management.

Everything Modern and Up-to-Date

A Good Hotel Made Better

\$175,000 spent upon Improvements

The best service obtainable at a moderate price

Particularly pleasing for a summer visit



Rates—European, \$1.00 to \$3.50 per day.

American Plan Rates made to Parties.

MULLIGAN BROS.

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Steamfitters

Tinsmiths and Plumbers



A full stock of Engineers' Supplies on hand.

Prompt attention given to all orders.

A call is solicited.

197 Wellington Street

Kingston

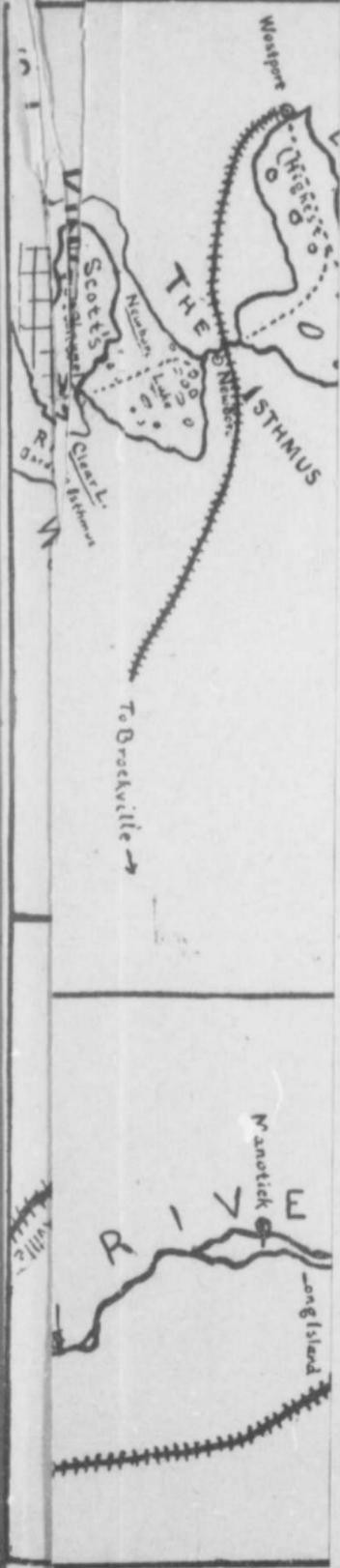
Phones—Office No. 840; Residence No. 392.

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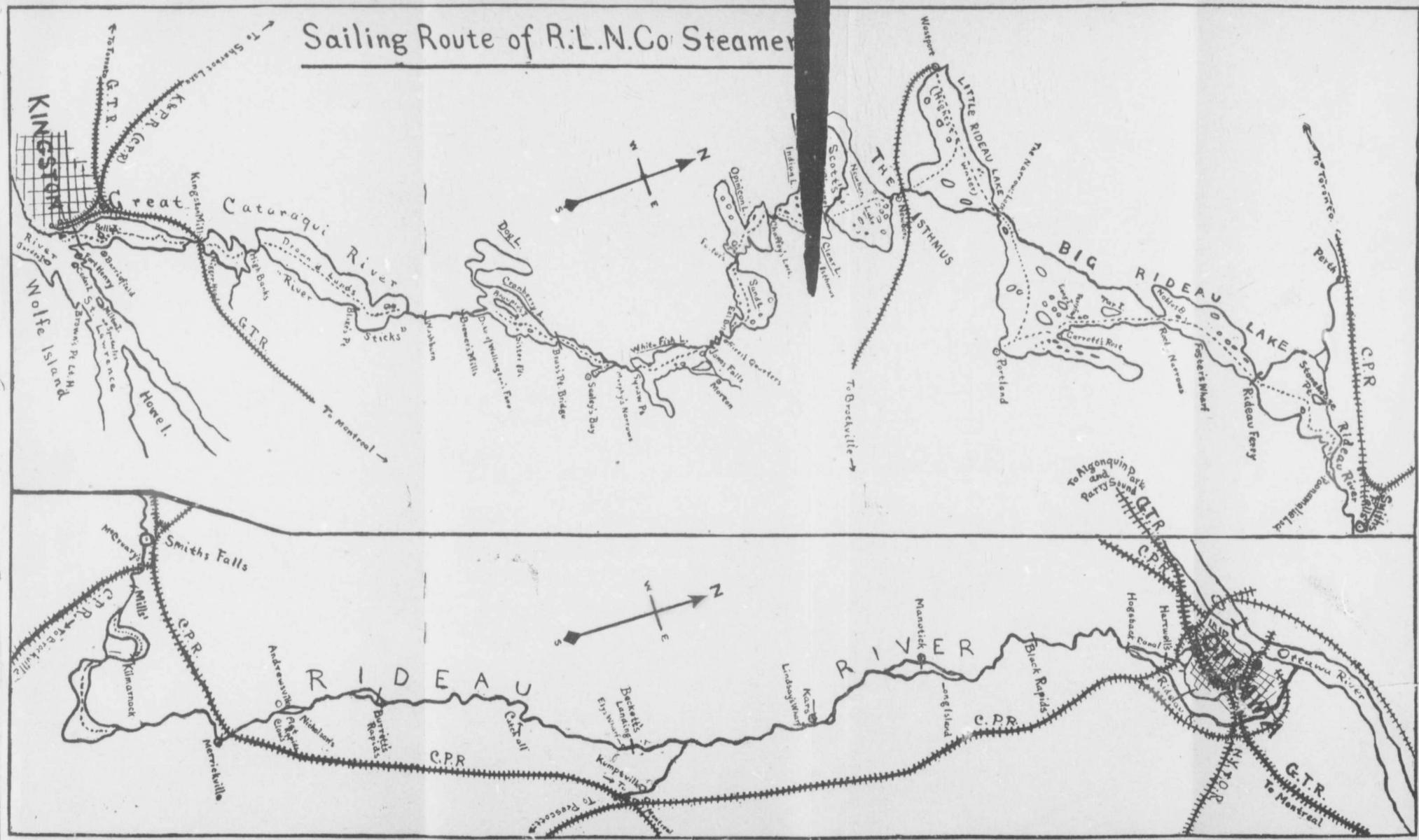
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# Sailing Route of R.L.N.Co Steamer



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# The New Windsor

McCue Bros., Proprietors  
KINGSTON, ONT.

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Everything  
First-class.  
Desirable  
Location  
for Tourists.



Electric Cars  
from all  
Trains and  
Steamers  
pass the door.

RATES, \$2.00 PER DAY AND UP.

STEAM HEATED

Opposite New Grand Opera House, Princess Street.

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## Thomas Nicholson

WHOLESALE AND RETAIL

**Butcher**

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Steamboats, Vessels and Hotels

Supplied on Shortest Notice

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## Marine Meat Market

Cor. William and Ontario Sts.

Telephone 366

KINGSTON, ONT.

# YACHT and CAMP SUPPLIES

**Gasoline, Oils, Etc.**

ROPE      LIFE BELTS      LANTERNS

— HARDWARE —

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PLUMBERS AND TINSMITHS

69 and 71 Brock Street

KINGSTON, ONT.

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MANUFACTURERS OF

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— AND —

**ENGINES**

Steering Gears, Hand and Steam  
Capstans.

Double and Single Drum Hoist-  
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Mill and General Boiler and Engine  
Repairs promptly attended to.

We carry in stock a complete line of Dry  
Batteries, Spark Plugs and Coils.

Gasoline Supply Tank on our wharf  
with connection to launches.

Next to Government Dry Dock.

SELBY & YOULDEN,

KINGSTON, ONT.

Sole  
Manufacturers  
in Canada  
of the  
Celebrated  
"Carroll"  
Propeller  
Wheel



OUR  
**Gasoline  
Engines**

from 1½ to 20  
H.P. are counted  
by experts to be  
among the best  
on the market.

# STEACY'S

**Kingston Depot**

For Celebrated Dr. Jaegar Wearables for  
Ladies

Write for Catalog.

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Sole Agents for Liddels, Brown's, and the  
celebrated sunbleached "Old Bleach" Linens

## Gloves

SPECIAL AGENTS FOR

"DENT'S" English make Gloves, 75c. to \$1.50

"REYNIER" French make, \$1.00 to \$1.50

*If It's New Steacy's Have It*

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KINGSTON'S GREATEST STORE

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## British American Hotel

SHERRIFF BROS., - Props.

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One of the most widely-known  
Hotels in Ontario. Located in  
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Newly Furnished and Refitted

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