

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1998

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

- ☒ Coloured covers/
Couverture de couleur
- ☒ Covers damaged/
Couverture endommagée
- ☒ Covers restored end/or laminated/
Couverture restaurée et/ou pelliculée
- ☐ Cover title missing/
Le titre de couverture manque
- ☒ Coloured maps/
Cartes géographiques en couleur
- ☒ Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- ☐ Coloured plates end/or illustrations/
Planches et/ou illustrations en couleur
- ☐ Bound with other material/
Relié avec d'autres documents
- ☐ Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure
- ☐ Blank leaves added during restoration may appear
within the text. Whenever possible, these have
been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.
- ☐ Additional comments: /
Commentaires supplémentaires:

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☐ Coloured pages/
Pages de couleur
- ☒ Pages damaged/
Pages endommagées
- ☐ Pages restored end/or laminated/
Pages restaurées et/ou pelliculées
- ☒ Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- ☐ Pages detached/
Pages détachées
- ☐ Showthrough/
Transparence
- ☐ Quality of print varies/
Qualité inégale de l'impression
- ☐ Continuous pagination/
Pagination continue
- ☐ Includes index(es)/
Comprend un (des) index
- Title on header taken from: /
Le titre de l'en-tête provient:
- ☐ Title page of issue/
Page de titre de la livraison
- ☐ Caption of issue/
Titre de départ de la livraison
- ☐ Masthead/
Générique (périodiques) de la livraison

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
							✓				

The copy filmed here has been reproduced thanks to the generosity of:

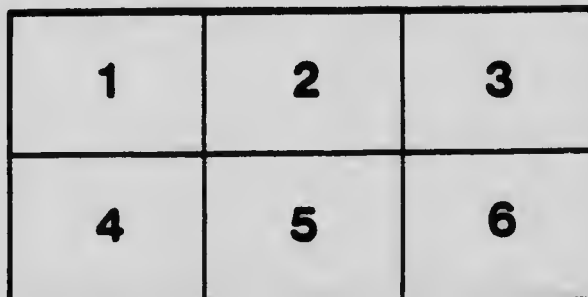
Toronto Public Library
North York Central Library
Canadiana Department

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol ➡ (meaning "CONTINUED"), or the symbol ▼ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

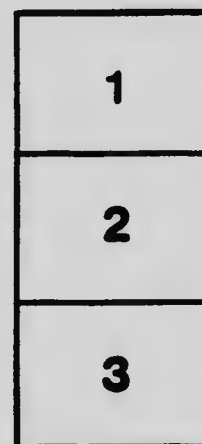
Toronto Public Library
North York Central Library
Canadiana Department

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole ➡ signifie "A SUIVRE", le symbole ▼ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.





SEASON 1905



C. A. MACDONALD,
AUG. PASSER AND FREIGHT AGENTS,
COLLINGWOOD, ONT.

C. H. NICHOLSON,
TRAFFIC MANAGER,
SARNIA, ONT.

TOURS OF Georgian Bay and Great Lakes

EQUIPMENT.

The steamers of the Northern Navigation Company are favorably known by thousands of the traveling public, and require no detailed description. They include various types of vessels suited to the routes on which they are employed, from the comfortable and handy side-wheeler "City of Toronto," which plies on the most tortuous route on fresh water, through the thickest of the 30,000 islands of the Georgian Bay, up to the mighty "Huron," the largest Canadian passenger steamer on the lakes, a veritable ocean steamship with a speed capacity of twenty miles per hour.

The Company makes a special feature of three "S's"—*Safety, Speed, Scenery.*

The first in order is the safety of our patrons, and all steamers are built as strong and seaworthy as money and long experience can suggest. Each vessel is provided with fire and life saving equipment in excess of the strictest exactions of both the Canadian and American governments, and is subjected to the most rigid inspection. Strict discipline is maintained, and life on board the steamers is carried on in a shipshape manner, at once interesting and reassuring to the traveler.

To become an officer on a steamer of this fleet it is essential that experience, ability, and gentlemanly bearing must be among the qualifications possessed by the applicant. Captains, engineers, stewards and pursers are selected with these things in view. Eternal vigilance, universal politeness, and thought for the comfort of passengers are insisted on and characterize their conduct.

Much thought has been given to the comfort and enjoyment of the passengers. The decks are large and well shaded by awnings to protect them from the sun's rays; ample promenading



CASCADES AT KAKABEKA FALLS.



SANS SOUCI.

space is provided, and an abundance of comfortable steamer chairs in which the tourist can sit and view the delightful scenery the steamers are almost constantly passing through, breathing in the invigorating air, surcharged as it notably is with ozone, to the destruction and defiance of pectoral and febrile weaknesses; an extra inducement to many who have been making an exhaustive and costly struggle against the inroads of disease in less favored climates.

The interior appointments of the steamers are all that can be desired. The spacious saloons are well furnished, offering inviting lounging places, smoking rooms, pianos, electric light, steam heat, etc. A first-class stock of the latest literature, newspapers, and magazines is kept on each steamer in charge of an accommodating clerk, for those desiring the same. State rooms are roomy and furnished with comfortable berths. No outing is enjoyable without good meals. The motto of the line, "*a well-fed passenger the best advertisement*," is thoroughly believed in, and lived up to by the Company. Nothing is spared in money, skill, or forethought, to make the meals served on these steamers the BEST on fresh water.

THE GEORGIAN BAY SCENERY.

furnishes the greatest opportunities for campers, fishermen, tourists, and all who seek a complete change from the hustle and bustle of strenuous city life. No adequate description of the marvelously entrancing region through which the steamers of the Company pass can be given in a publication such as this. It must be seen to be appreciated. Land-locked channels, through rugged rocky projections from the water's surface of all sizes and fantastic shapes, past bold precipitous bluffs and shaded fish-resorting coves, or diving into a maze of prettily wooded islands unmarred by the hand of man, the steamer, under the guidance of skillful and experienced pilots, picks its way.

THIRTY THOUSAND ISLANDS.

Few people think of the Georgian Bay without reverting mentally to that wonderful piece of nature's handiwork, popu-

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.



larly and literally known as the 30,000 islands. To see the islands best, the steamer "City of Toronto" should be taken, which leaves Penetang in the afternoon on the arrival of the Grand Trunk trains from Buffalo, Niagara Falls and Toronto. Soon after leaving she plunges into the midst of this remarkable archipelago, the weirdest and most romantic scenery on the continent. The very air seems vibrating with the joyous expectations of the people who throng the decks of the steamer. It is with an air of exultance that one explores the infinite ways of these glorious solitudes. On all sides are islands of every size and shape; from the lump invisible except as the lazy surge breaks with laughing mockery on its adamant crest up to the mighty island with its clean-washed rocky shores, and crown of magnificent pine, hemlock and balsam, filling the air with their fragrant odors, and reflecting their graceful shapes in the mirror-like surface of the crystal sea. The geological formation of the bottom conforms with the irregularities of the land's surface and we pass in our stout oak craft alternately over shallow and profound depths, visible to a marvelous extent owing to the crystalline nature of the water, until to the imaginative individual our vessel is truly "an aerial ship that floats over the mountains and valleys of a submerged world."

Leaving Parry Sound immediately after discharging passengers, the steamer, on Monday, Wednesday, and Friday evenings, proceeds to Pointe Au Baril; this affords a delightful evening sail through the wonderful scenery of this part of the Georgian Bay, a continuation of the glories through which we have been passing. As darkness comes on the powerful searchlight is brought into use penetrating the darkest recesses of grove and bay, illuminating narrow channels with ghostly lights and shadows, producing weird and startling effects, all a feature of the trip fascinating in the extreme to the expectant tourist.

OF THE CLIMATE,

much can be said without exaggeration. The air seems to have lost the last trace of moisture, and becomes by reason of its dryness so pellucid that every object seems as if seen through a telescope, and the sunlight assumes a splendor not observed in moister climates. An old Ojibway chief told a tourist: "It is never too hot or too cold on the Islands. It never blows too hard for our canoes; there are plenty of berries

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

and fish, and the islands are good to look at." Black flies and mosquitoes are not to be found, and the clear, dry atmosphere impregnated with a wonderfully fragrant balsamic odor, is a revelation to people from crowded and dusty centers in the South.

For the pursuit of health, the climate of the Georgian Bay is undoubtedly the best on the American continent. The atmosphere seems heavily charged with life-giving ozone, the presence of this triatomic molecule in such quantities being due to the abundance of every variety of the fir tree family, which covers the country for endless miles around. Hay fever, asthma, and bronchial troubles disappear as if by magic, pulmonary patients recover here when other climates fail, and worn-out, broken-down constitutions show in astonishingly short periods of time exhilarating effects of a few weeks or months' stay in this district. Physicians send patients here from all parts, and many a home has been made happy by having restored to health some of its loved members due to a visit to the Georgian Bay.

SUMMER RESORTS.

The islands of the bay afford campers ideal locations, sheltered from the winds of the open bay, boating, canoeing, and bathing can be indulged in to the fullest extent. Many are occupied by cozy camps, pretty cottages, or the more pretentious summer residences of the affluent.

All along the various routes are located hotels, each affording its own advantages, and a variety of attractions; a complete revised list of these appears at the back of this folder. The charges for accommodations will be found moderate and within the reach of any purse.

FISHING.

This is a subject with which we wish to go slow and choose our words, knowing full well the extravagant language employed by some. Many resorts are advertised as fishing resorts when a fish is not caught within miles of the place once a week. It is certainly different on Georgian Bay; one could grow enthusiastic and still be well within the facts. There are many points which have never been fished, and others now



SYNG INLET RIVER.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.



HOLE IN THE WALL, PARRY SOUND.

favorites, where bass, salmon, and pickerel of the finest can be had, while many of the adjacent streams have abundance of speckled trout. We advise men *who really enjoy fishing* to try the Georgian Bay.

THE ROUTES

of the various steamers of the Company are so arranged that the territory served, extensive though it be, is thoroughly covered. This includes all of the Georgian Bay, Lakes Superior and Huron, St. Clair and Detroit Rivers, and Lake Erie as far east as Cleveland, Ohio. Connections are arranged at many points with all railway and steamer lines possible, and through tickets can be had from any agent of the lines mentioned in the list of connections, given elsewhere, to any point reached by our steamers. The fares quoted are intended to make our tours within the reach of the greatest possible number consistent with first-class accommodation and fair revenue.

The service of the Company is divided into five divisions as follows:

PARRY SOUND DIVISION.

"Seventy Miles Through 30,000 Islands."

Steamer "City of Toronto" leaves Midland and Penetang on arrival of Grand Trunk Ry. trains from Buffalo, Niagara Falls and Toronto daily (except Sunday), passing through the thickest of the 30,000 Islands, stopping at all points en route to Parry Sound. On Monday, Wednesday, and Friday evenings steamer goes on to Pointe Au Baril. Returning from that point immediately, the steamer leaves Parry Sound Tuesday, Thursday, and Saturday mornings at 7 a. m., and remaining three mornings at 6:30 a. m., for Penetang and Midland, connecting again with the trains for the South.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

NORTH SHORE DIVISION.

"We hie to wilds unknown."

Steamer "Brittanic" leaves Collingwood Mondays and Fridays at 10:30 p. m. for Parry Sound (connecting point with steamer from Penetang), Pointe Au Baril, Byng Inlet, French River, and Killarney.

Returning, leaves Killarney Wednesday and Sunday at 8:30 a. m., for Collingwood, via same route.

Killarney—and what does not this name itself suggest of the poetry of color and scenic beauty—is the general transfer point for passengers, and from here all ports of the bay can be reached by consulting schedules.

GEORGIAN BAY AND MACKINAC DIVISION.

"That Georgian Bay Trip."

This might be called the "main line" of our Georgian Bay service. The trip is one of the most popular on the American continent, the service being performed by three splendid vessels, the "Germanic," "City of Midland," and "City of Collingwood." They leave Collingwood on arrival of Grand Trunk Ry. trains at 1:30 p. m. Tuesdays, Thursdays, and Saturdays, and Owen Sound same evening at 11:00 on arrival of C. P. R. trains; proceed via Killarney through the north end of the Great Manitoulin Island to Sault Ste. Marie and Mackinac Island. Connection is made at Killarney with the steamers of the North Shore Division, who in turn meet at Parry Sound with the steamers of that division; at Sault Ste. Marie with the



MOOSE POINT, GEORGIAN BAY.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

steamers of the Lake Superior Division, for Port Arthur, Fort William, and Duluth.

Arriving at Sault Ste. Marie, the steamers, after discharging passengers and freight, which process gives considerable time for passengers to visit the immense canal locks, various industries, and scenic features of this interesting point, proceed through the St. Mary's River to the world-famous Mackinac Island.

Returning, the island is left at 11:00 p. m. Sundays, Tuesdays, and Fridays for Owen Sound and Collingwood via the same delightful route, and are so timed that channels passed in the night one way are traversed during the daylight on the return trip.

LAKE ERIE-SOO DIVISION.

The service on this division is performed by the steamer "Majestic," one of the swiftest and most seaworthy vessels of the Company's fleet. The steamer leaves Cleveland, Ohio, calling at Toledo, Detroit, Sarnia, Goderich and Kincardine, Ont., thence to Killarney, the gateway to the scenery of the north channel of the Georgian Bay, and on to Sault Ste. Marie. On account of the "Majestic's" speed the schedule is planned in a leisurely manner, time being given at various places en route for passengers to go ashore and visit points of interest. The trip occupies about six days, and affords a variety of river, lake, and island scenery. No more attractive holiday outing can be found. The fares charged are moderate. The staterooms and meals are fully up to the Northern Navigation Co.'s high standard. Write for special folder on this trip.

LAKE SUPERIOR DIVISION.

The service on this division is performed by the steamers "Monarch," "Saronic" and "Huronic" from Sarnia, Ont., three times weekly on arrival of G. T. R. trains from the East, and river steamers from Detroit, for the head of Lake Superior. They pass through the entire length of Lake Huron, through St. Mary's River to the "Soo," connecting there with their sister ships of the Georgian Bay Division, thence through the great locks, the largest in the world, which the U. S. and Canadian governments have built on their respective sides of the river, and enter Lake Superior. What could not be written of this great inland sea? It is the largest body of fresh water in the world, 412 miles long and 167 wide; it has an area of 32,000 square miles; its greatest depth is 1,386 feet, its altitude being 602 feet, its bottom is therefore over 700 feet below the level of the ocean. As one glides swiftly over its surface on the splendid steamships of the Northern Navigation Co., it does not require a great stretch of the imagination to think oneself at sea, except that the air is dryer, the sky bluer, and the atmosphere clearer.

A banner of smoke athwart the sky denotes the passage of some other steamer, the white canvas of a sailing craft or two, flecks on the horizon, but land is nowhere in sight. By noon we see the rocky outline of Passage Island; off to the left looms up the shore of Isle Royale, fast coming into favor as a summer resort, and farther on to the right stands the rocky outlined against the blue Thunder Cape, rising to the height of 1,400 feet, guarding the entrance of the magnificent harbor of Thunder Bay, on whose shores are situated the thriving and rival towns of Port Arthur and Fort William. The first is the lake terminal

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED

of the Canadian Northern Ry., and the second at the mouth of the Kaministiquia River is the transfer point for lake business on the Canadian Pacific Ry. Here passengers for Winnipeg, the Canadian Northwest and Pacific Coast are transferred, and start on their long journey on the splendid trains furnished by the Canadian Pacific or Canadian Northern Railways.

For those continuing the voyage ample time will be found for going ashore while freight is being discharged. Many things to interest passengers will be found, not the least of which are the grain elevators. At Port Arthur is located the largest grain elevator in the world, belonging to the Canadian Northern Ry., having a capacity of over 7,000,000 bushels, while at Fort William are situated several more, whose combined capacity will exceed that.

Probably the best stream fishing to be found anywhere is in the rivers emptying into Lake Superior. At Nipigon River



WHERE THE POND LILIES GROW.

speckled trout weighing from three to four pounds are caught, and other gamey fish in abundance. Most pleasant surprises are in store for fishermen who seek them.

From these places the steamer skirts the north shore to Duluth, 190 miles distant, a beautifully picturesque city of 70,000 inhabitants, and the gateway of the immense corn and wheat fields of the Northwestern States; eight different lines of railway diverge from this point, giving the tourist a choice of routes to the South and Pacific Coast. From this point the return voyage is begun, and when the steamers reach Sarnia over 1,500 miles have been traversed.

What more exhilarating or restful trips can be found than these? With good meals, and the excellent appointments of the vessels, nothing better can be desired, the cost being within the reach of all.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

TIME TABLE

Lake Superior Division

In Effect Opening of Navigation to June 14

WESTBOUND

Eastern Standard Time	Sailing Date	S. S. MONARCH	S. S. SARONIC	S. S. HURONIC
Leave SARNA, CAN.	Hour	3.30 pm	3.30 pm	3.30 pm
	2 April	34	26	26
	May	3, 12, 22, 31	5, 15, 24	3, 17, 26
	June	9	2, 12	5, 14
Leave SOO, CAN.	Hour	4.30 pm	4.30 pm	11.00 am
Government Dock	April	25	7	26
	May	4, 13, 22	6	3, 15, 27
	June	1, 19	1	6, 15
Leave SOO, MICH.	Hour & Time	4.30 pm	4.30 pm	10.30 am
Kemp's Dock	April	25	27	26
	May	4, 13, 22	6, 14, 25	3, 15, 27
	June	1, 19	2, 13	6, 15
Arrive PORT ARTHUR, CAN.	Hour & Time	3.00 pm	3.00 pm	6.00 am
	April	26	26	30
	May	5, 14, 24	7, 14, 24	10, 19, 29
	June	2, 11	4, 14	7, 16
Leave PORT WILLIAM, CAN.	Hour & Time	Ar 6.00 am	Ar 6.00 am	3.00 pm
	April	27	29	29
	May	6, 15, 25	8, 15, 27	1, 11, 20, 29
	June	3, 13	5, 15	8, 17
Arrive DULUTH, MINN.	Hour & Time	.....	.....	6.00 am
	May .....	.....	.....	2, 12, 21, 30
	June .....	.....	.....	9, 16

EASTBOUND

Leave DULUTH, MINN.	Hour & Time	.....	.....	9.00 pm
	May .....	.....	.....	2, 12, 21, 30
	June .....	.....	.....	9, 16
Leave PORT ARTHUR, CAN.	Hour & Time	9.30 am	9.30 am	9.30 am
	April	28	30	30
	May	7, 16, 26	9, 19, 29	5, 12, 22, 31
	June	4, 13	6, 16	10, 19
Leave SOO, CAN.	Hour	11.00 am	11.00 am	11.00 am
Government Dock	April	29	29	4, 14, 23
	May	8, 17, 27	1, 10, 20, 29	7, 17
	June	5, 14	7, 17	1, 11, 20
Leave SOO, MICH.	Hour & Time	10.45 am	10.45 am	10.45 am
Kemp's Dock	April	29	29	4, 14, 23
	May	8, 17, 27	1, 10, 20, 29	7, 17
	June	5, 14	7, 17	1, 11, 20
Arrive SARNA, CAN.	Hour	11.45 am	11.45 am	6.00 am
	April	30	30	5, 15, 24
	May	9, 18, 28	2, 11, 21, 30	8, 18
	June	6, 15	8, 18	2, 12, 21

Lake Erie-Soo Division

S. S. "MAJESTIC"

In Effect June 26 to September 9

Central Time		Eastern Time	
12.00 n'n Monday	Lv ... Cleveland, Ohio. Ar	12.30 pm Saturday	Lv ... Sarnia, Ont. Ar
11.00 pm "	Lv ... Toledo, Ohio. Ar	1.00 pm "	Lv ... Goderich, Ont. Ar
9.00 am Tuesday	Lv ... Detroit, Mich. Ar	7.00 am "	Lv ... Kincardine, Ont. Ar
4.00 pm "	Lv ... Sarnia, Ont. Ar	1.30 am "	Lv ... Killarney, Ont. Ar
3.30 pm "	Lv ... Goderich, Ont. Ar	6.00 pm Friday	Lv ... Sault Ste. Marie, Ont. Ar
1.00 am Wednesday	Lv ... Kincardine, Ont. Ar	4.30 pm "	
1.00 pm "	Lv ... Killarney, Ont. Ar	3.25 am "	
6.00 am Thursday	Lv ... Sault Ste. Marie, Ont. Ar	12.00 n'n Thursday	

For full time table see special folder.

NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

TIME TABLE

Lake Superior Division

In Effect from Sept. 20 to Close of Navigation

WESTBOUND

Eastern Standard Time	Sailing Date	S. S. MONARCH	S. S. SARONIC	S. S. HURONIC
Leave SARNA, CAN.	Hour	3.30 pm	3.30 pm	3.30 pm
	September	20, 28	22	25
	October	8, 18, 27	2, 11, 20, 29	4, 13, 22
	November	6, 15, 24	3, 17, 27	1, 10, 20, 30
Leave SOO, CAN.	Hour	4.30 pm	4.30 pm	11.00 am
Government Dock	September	21, 30	23	26
	October	10, 19, 28	3, 12, 21, 31	5, 14, 24
	November	7, 16, 25	9, 18, 29	2, 11, 21, 30
Leave SOO, MICH.	Hour & Time	4.30 pm	4.30 pm	10.30 am
Kemp's Dock	September	21, 30	23	26
	October	10, 19, 28	3, 12, 21, 31	5, 14, 24
	November	7, 16, 25	9, 18, 29	2, 11, 21, 30
Arrive PORT ARTHUR, CAN.	Hour & Time	3.00 pm	3.00 pm	6.00 am
	September	22	24	27
	October	1, 11, 20, 29	4, 13, 22	6, 15, 25
	November	8, 17, 26	1, 10, 19, 29	3, 12, 22
	December .....	.....	.....	1
Leave PORT WILLIAM, CAN.	Hour & Time	Ar 6.00 am	Ar 6.00 am	3.00 pm
	September	23	25	28
	October	2, 12, 21, 30	5, 14, 23	7, 16, 26
	November	9, 18, 27	2, 11, 20, 30	4, 13, 23
	December .....	.....	.....	2
Arrive DULUTH, MINN.	Hour & Time	.....	.....	6.00 am
	September .....	.....	.....	29
	October .....	.....	.....	8, 17, 27
	November .....	.....	.....	5, 14, 24
	December .....	.....	.....	3

EASTBOUND

Leave DULUTH, MINN.	Hour & Time	.....	.....	8.00 pm
	September .....	.....	.....	29
	October .....	.....	.....	8, 17, 27
	November .....	.....	.....	5, 14, 24
	December .....	.....	.....	3
Leave PORT ARTHUR, CAN.	Hour & Time	9.30 am	9.30 am	9.30 am
	September	24	26	30
	October	3, 13, 22, 31	6, 15, 24	9, 18, 28
	November	10, 19, 28	3, 12, 21	5, 15, 25
	December .....	.....	1	4
Leave SOO, CAN.	Hour	11.00 am	11.00 am	11.00 am
Government Dock	September	25	27	30
	October	4, 14, 23	7, 16, 25	1, 10, 19, 29
	November	1, 11, 20, 29	4, 13, 22	7, 16, 26
	December .....	.....	2	5
Leave SOO, MICH.	Hour & Time	10.45 am	10.45 am	10.45 am
Kemp's Dock	September	25	27	30
	October	4, 14, 23	7, 16, 25	1, 10, 19, 29
	November	1, 11, 20, 29	4, 13, 22	7, 16, 26
	December .....	.....	2	5
Arrive SARNA, CAN.	Hour	11.45 am	11.45 am	6.00 am
	September	26	28	30
	October	5, 15, 24	8, 17, 26	2, 11, 20, 30
	November	2, 12, 21, 30	5, 14, 23	8, 17, 27
	December .....	.....	3	6

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

TIME TABLE Lake Superior Division In Effect from June 19 to September 16. WESTBOUND—Eastern Standard Time.

STEAMER	Leaves SARNIA	Leaves Soo, Can. Gov't Dock	Leaves Soo, Mich. Camp's Dock	Arrive Pt. Arthur	Leaves Pt. William	Arrive DULUTH
	Cont. Time.	Cont. Time.	Cont. Time.	Cont. Time.	Cont. Time.	Cont. Time.
"MONARCH"	Mon. 3.30pm	Tue. 4.30pm	Tue. 4.00pm	Wed. 3.00pm	Thu. 8.00am	Fri. 6.00am
"SARONIC"	Wed. 3.30pm	Thu. 4.30pm	Thu. 4.00pm	Fri. 3.00pm	Sat. 8.00am	Sun. 6.00am
"HURONIC"	Fri. 3.30pm	Sat. 1.45pm	Sat. 11.00am	Sun. 5.00am	Mon. 9.00am	Mon. 12.00am

EASTBOUND.

STEAMER	Leaves DULUTH	Leaves Pt. Arthur	Leaves Soo, Can. Gov't Dock	Leaves Soo, Mich. Camp's Dock	Arrive SARNIA	*Booth Line Steamers run in connection between Port Arthur and Duluth.
	Cont. Time.	Cont. Time.	Cont. Time.	Cont. Time.	Cont. Time.	
"HURONIC"	Mon. 9.00pm	Tue. 9.30am	Wed. 11.00am	Wed. 10.45am	Thu. 6.00am	
"MONARCH"	*Wed. 10.00pm	Thu. 9.30am	Fri. 11.00am	Fri. 10.45am	Sat. 11.45am	
"SARONIC"	*Fri. 10.00pm	Sat. 9.30am	Sun. 11.00am	Sun. 10.45am	Mon. 11.45am	

North Shore Division Steamer "BRITANNIC" NORTHBOUND

PORT	TIME	DAY	DAY
Collingwood	10.30 pm	Monday	Friday
Parry Sound	8.00 am	Tuesday	Saturday
Depot Harbor	9.00 am	Tuesday	Saturday
Pointe au Baril	12.30 pm	Tuesday	Saturday
Byng Inlet	4.30 pm	Tuesday	Saturday
French River	8.00 pm	Tuesday	Saturday
†Killarney	12.00 n't	Tuesday	Saturday

SOUTHBOUND

†Killarney	8.30 am	Wednesday	Sunday
French River	12.30 pm	Wednesday	Sunday
Byng Inlet	4.00 pm	Wednesday	Sunday
Pointe au Baril	7.15 pm	Wednesday	Sunday
Parry Sound	11.00 pm	Wednesday	Sunday
Collingwood	6.00 am	Thursday	Monday

Parry Sound and Penetang Division Steamer "CITY OF TORONTO"

NORTHBOUND	Monday Wednesday Friday	Tuesday Thursday Saturday	SOUTHBOUND	Monday Wednesday Friday	Tuesday Thursday Saturday
Lv Midland	1.20 pm	1.20 pm	Lv Pointe au Baril	12.01 am	12.01 am
Lv Penetangishene	2.45 pm	2.45 pm	Lv Parry Sound	6.30 am	7.00 am
Lv f Penetang Hotel	2.55 pm	2.55 pm	Lv Parry Harbor	6.35 am	7.05 am
Lv Minnigouashene	3.45 pm	3.45 pm	Lv Nose Point	6.47 am	7.17 am
Lv Go-Home Bay	4.40 pm	4.40 pm	Lv Sans Souci	8.10 am	8.40 am
Lv Alexanders	4.40 pm	4.40 pm	Lv f Copper Head	8.17 am	8.47 am
Lv f Somerset Is.	5.45 pm	5.45 pm	Lv f Yank Kanuck	8.24 am	8.54 am
Lv f Yank K. Luck	5.55 pm	5.55 pm	Lv f Somerset Is.	8.35 am	9.05 am
Lv Copper Head	6.05 pm	6.05 pm	Lv Alexanders	9.40 am	10.10 am
Lv Sans Souci	6.10 pm	6.10 pm	Lv Go-Home Bay	10.10 am	10.10 am
Lv Rose Point	7.40 pm	7.40 pm	Lv Minnigouashene	11.15 am	11.15 am
Lv Parry Harbor	7.50 pm	7.50 pm	Lv f Penetang Hotel	12.05 pm	12.05 pm
Ar Parry Sound	8.00 pm	8.00 pm	Lv Penetangishene	12.15 pm	12.15 pm
Ar Pointe au Baril	11.30 pm	11.30 pm	Ar Midland	1.20 pm	1.20 pm

† Calls only on signal—White flag day times, white light at night.

Service on Parry Sound Division in effect from opening of navigation to June 15, and from September 16 to close of navigation. Before and after these dates The Penetangishene Navigation Co. Str. "John Lee" will leave Parry Sound Mondays, Wednesdays and Fridays at 7.00 a. m. Returning, will leave Midland and Penetang Tuesdays, Thursdays and Saturdays at 7.00 a. m.

† Service between French River and Killarney in effect during Mackinac season only. North Shore Steamer connects with Georgian Bay Division at Killarney Westbound Wednesdays and Sundays, and Eastbound Tuesdays.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

TIME TABLE Georgian Bay—Mackinac Division

WESTBOUND (Eastern Time)

	"Collingwood"	"Midland"	"Germanic"
Collingwood, Ont.	Lv 1.30 pm Tues.	1.30 pm Thurs.	1.30 pm Sat.
Meaford	Lv 4.00 pm "	4.00 pm "	4.00 pm "
Owen Sound	Ar 7.00 pm "	7.00 pm "	7.00 pm "
Owen Sound	Lv 11.00 pm "	11.00 pm "	11.00 pm "
Killarney	Lv 8.30 am Wed.	9.30 am Fri.	9.30 am Sun.
Manitowaning	Lv 11.10 am "	12.20 pm "	12.20 pm "
Shegulandah	Lv "	"	"
Little Current	Lv 1.30 pm "	3.10 pm "	3.10 pm "
Kagawong	Lv "	"	"
Gore Bay	Lv 6.30 pm "	7.15 pm "	7.15 pm "
Spanish Mills	Lv 7.30 pm "	"	"
Cutler	Lv 8.00 pm "	"	"
John Island	Lv "	10.15 pm "	12.15 am Mon.
Sprague	Lv 10.20 pm "	"	2.15 am "
Algoma Mills	Lv 10.30 n't "	12.00 n't "	3.30 am "
Blind River	Lv 2.00 am Thurs.	2.00 am Sat.	5.30 am "
Thessalon	Lv 6.00 am "	6.15 am "	9.45 am "
Bruce Mines	Lv 7.45 am "	8.00 am "	11.30 am "
Hilton	Lv 9.00 am "	9.15 am "	12.15 pm "
Port Findlay	Lv "	"	1.45 pm "
Richards Landing	Lv 10.30 am "	10.50 am "	2.20 pm "
*Garden River	Lv "	"	3.00 pm "
Sault Ste. Marie, Ont., Gov. Dk.	Ar 1.00 pm "	1.20 pm "	6.15 pm "
Sault Ste. Marie, Mich., Camp's Dk.	Lv 12.30 pm C.T.	1.05 pm C.T.	6.00 pm C.T.
Sault Ste. Marie, Ont., N. O. Dk.	Lv "	"	"
Sault Ste. Marie, Gov. Dk.	Lv 11.20 pm K.T.	11.20 pm K.T.	11.20 pm K.T.
Mackinac Island, Mich.	Ar 9.00 am C.T. Fri.	9.00 am C.T. Sun.	9.00 am C.T. Tues.

EASTBOUND (Eastern Time)

	"Collingwood"	"Midland"	"Germanic"
Mackinac Island, Mich.	Lv 10.00 pm C.T. Fri.	10.00 pm C.T. Sun.	10.00 pm C.T. Tues.
Sault Ste. Marie, Ont., Gov. Dk.	Lv 11.30 am K.T. Sat.	11.30 am K.T. Mon.	11.30 am K.T. Wed.
Sault Ste. Marie, Mich., Camp's Dk.	Lv 11.30 am C.T.	11.30 am C.T.	11.30 am C.T.
Richards Landing, Ont.	Lv 2.15 pm "	2.15 pm "	2.15 pm "
†Port Findlay	Lv 2.50 pm "	2.50 pm "	2.50 pm "
Hilton	Lv 4.00 pm "	4.15 pm "	4.15 pm "
Bruce Mines	Lv 6.15 pm "	6.30 pm "	6.30 pm "
Thessalon	Lv 7.00 pm "	7.20 pm "	7.20 pm "
Blind River	Lv "	11.00 pm "	11.00 pm "
Algoma Mills	Lv 10.45 pm "	12.15 am Tues.	12.15 am Thurs.
Sprague	Lv 11.45 pm "	"	1.15 am "
John Island	Lv "	"	3.00 am "
Cutler	Lv 1.30 am Sun.	"	3.45 am "
Spanish Mills	Lv 2.30 am "	"	4.45 am "
Gore Bay	Lv 7.30 am "	7.30 am "	7.30 am "
Kagawong	Lv 10.15 am "	"	10.00 am "
Little Current	Lv 12.30 pm "	11.15 am "	12.30 pm "
Shegulandah	Lv "	"	1.20 pm "
Manitowaning	Lv 2.50 pm "	1.40 pm "	2.50 pm "
Killarney	Ar 8.05 pm "	2.50 pm "	3.45 pm "
Killarney	Lv 5.30 pm "	4.15 pm "	6.00 pm "
Owen Sound	Ar 1.30 am Mon.	1.30 am Wed.	4.00 am Fri.
Owen Sound	Lv 5.00 am "	5.00 am "	6.15 am "
Meaford	Lv 8.00 am "	8.00 am "	9.00 am "
Collingwood	Ar 10.00 am "	10.00 am "	11.00 am "

† Calls only on signal: White flag in day time and white light on end of a pole at night. * Calls only to deliver freight.

Note—From opening of navigation to June 20, and from September 5 to close of navigation, westbound sailings as above as far as Sault Ste. Marie. Eastbound, during spring and fall periods, steamers leave Sault Ste. Marie as follows: "Collingwood," Thursdays, 11.30 p. m.; "Midland," Saturdays, 11.30 p. m.; "Germanic," Mondays, 11.30 p. m. for Owen Sound, Meaford and Collingwood, calling at way ports named in eastbound time tables. Mackinac trips westbound from July 1 to September 2, and eastbound July 3 to September 5, inclusive.

Connections at See for Port Arthur, Thursdays and Saturday; for Georgian Bay from Port Arthur and Duluth, Wednesdays.

NOTICE—The foregoing schedules will be adhered to as closely as possible, but the Company will not hold itself responsible for detentions owing to stress of weather or other unavoidable causes, and reserves the right to alter any schedule with or without notice.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

OFFICIALS

H. C. HAMMOND, PRESIDENT TORONTO, ONT.
W. J. SHEPPARD, VICE-PRESIDENT WAUBAUSHENE, ONT.
C. E. STEPHENS, SECRETARY-TREASURER, COLLINGWOOD, ONT.
H. H. GILDERSLEEVE, MANAGER, COLLINGWOOD, ONT.
C. H. NICHOLSON, TRAFFIC MANAGER, SARNIA, ONT.
C. A. MACDONALD, AUDITOR PASS'R AND FRT. AGENTS.
COLLINGWOOD, ONT.

H. A. YOUNG, TRAV. PASS'R AND FREIGHT AGENT, SARNIA, ONT.
J. NELLIGAN, TRAV. FREIGHT AGENT, MONTREAL, QUE.
H. HURDON, WESTERN AGENT, DULUTH, MINN.
R. CRAWFORD, NORTHWESTERN AGENT, WINNIPEG, MAN.
JNO. BELL, GENERAL AGENT, PORT ARTHUR, ONT.
G. B. WES. OTT, PASSENGER AGENT, MACKINAC ISLAND.

TICKET AGENTS

NORTHERN NAVIGATION CO., SARNIA AND COLLINGWOOD, ONT.
ALL GRAND TRUNK RY., CANADIAN PACIFIC RY., CANADIAN NORTHERN
RY., NORTHERN PACIFIC RY., GREAT NORTHERN RY., OHIOAGO,
ST. PAUL, MINNEAPOLIS & OMAHA RY., MINNEAPOLIS, ST. PAUL
& SAULT STE. MARIE RY., AGENTS.

F. A. LETT	BARRE	W. H. WHERRY,	WINDSOR, ONT.
W. H. SMITH	OWEN SOUND	A. WALDBAUER,	NEW YORK
B. H. TURNER	LITTLE CURRENT	J. RUSSELL MCGREGOR, GORE BAY	
T. O. SIMS	LITTLE CURRENT	RAYMOND & WHITCOMB,	CHICAGO
D. J. SANDIE	THESSALON	133 E. JACKSON BLVD.,	
G. A. BOYD, SAULT STE. MARIE, ONT.		RAYMOND & WHITCOMB,	BOSTON
R. H. OARNEY	SAULT STE. MARIE, ONT.	305 WASHINGTON ST.,	
W. B. MOOREHOUSE	SAULT STE. MARIE, ONT.	RAYMOND & WHITCOMB,	WORCESTER, MASS.
UNION DOCK CO.	SAULT STE. MARIE, MICH.	385 MAIN ST.,	
T. R. HARVEY	SAULT STE. MARIE, MICH.	RAYMOND & WHITCOMB,	PITTSBURG, PA.
O. H. HILL	SAULT STE. MARIE, MICH.	25 UNION SQUARE,	NEW YORK
G. T. ARNOLD	MACKINAC ISLAND, MICH.	RAYMOND & WHITCOMB,	PHILADELPHIA
P. H. HORNE	ONEBOYGAN, MICH.	THOS. COOK & SON, 261 BROADWAY,	NEW YORK
OHAS. L. OON	285 MAIN ST., BUFFALO, N. Y.	COR. OF WARREN ST.,	
R. A. BURFORD	233 MAIN ST., BUFFALO, N. Y.	THOS. COOK & SON, 1185 BROAD-	NEW YORK
O. W. GATES,	TOLEDO, OHIO	WAY, COR. OF 28TH ST.,	
W. GATES,	BOODY HOUSE BLOCK, TOLEDO, OHIO	THOS. COOK & SON, 649 MADISON	NEW YORK
O. F. BIELMAN,	WHITE STAR LINE, DETROIT, MICH.	AVE., NEAR 80TH ST.,	
A. E. EDMONDS	CITY PASS'R AGT., O. P. R.,	THOS. COOK & SON,	BOSTON
GEO. W. WATSON,	DETROIT, MICH.	332 WASHINGTON ST.,	
CITY PASS'R AGT., G. T. R.,		THOS. COOK & SON,	PHILADELPHIA
DETROIT, MICH.		830 CHESTNUT ST.,	
		THOS. COOK & SON,	CHICAGO
		234 SOUTH CLARK ST.,	
		THOS. COOK & SON,	SAN FRANCISCO
		821 MARKET ST.,	

Information, Folders, Tickets and Berths can be obtained by
Applying at the Following Offices in Chicago, Ill.:

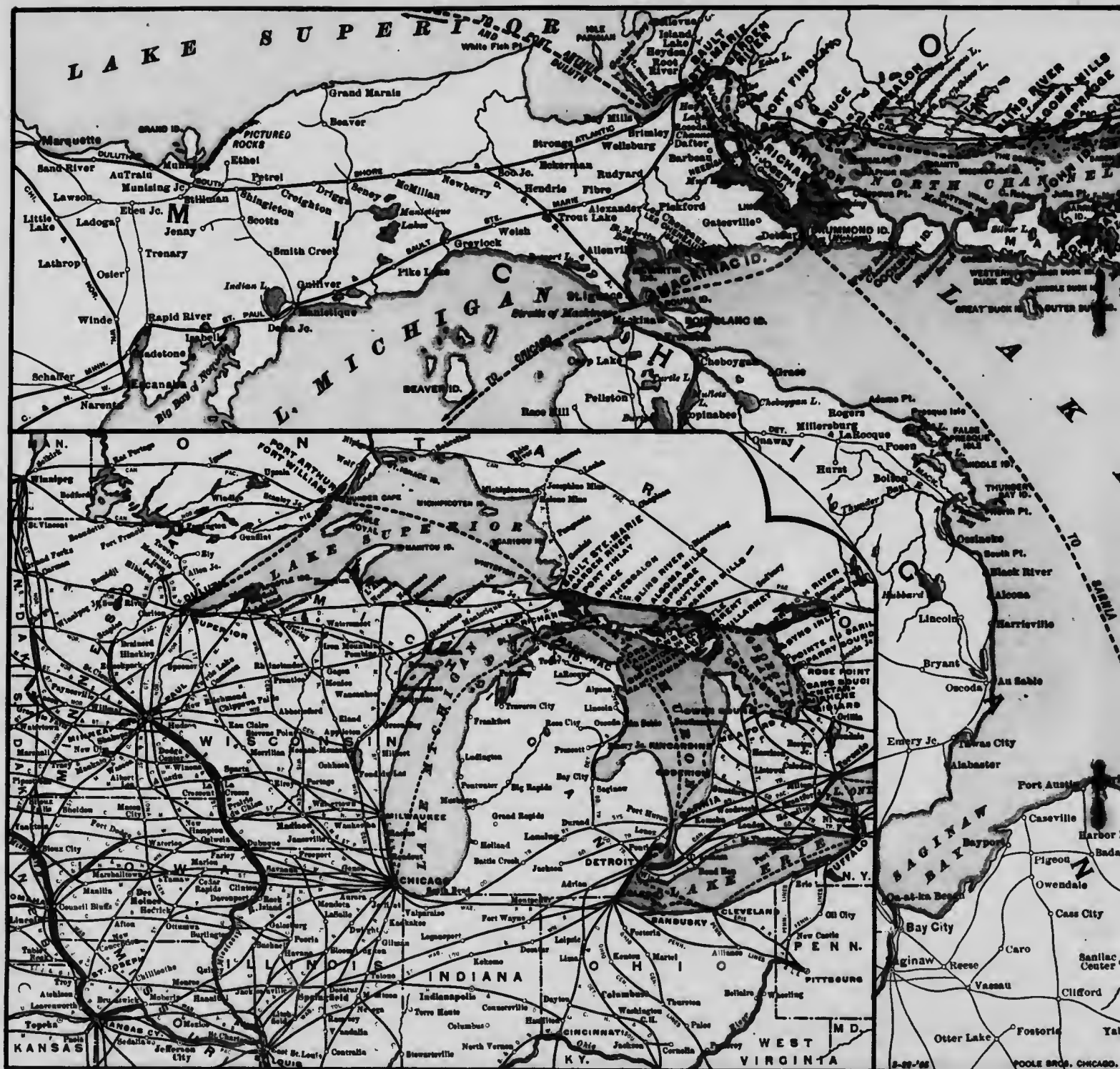
NORTHERN MICHIGAN TRANS. CO. EAST END OF MICHIGAN ST.
MANITOU STEAMSHIP CO. RUSH AND NORTH WATER STS.
NORTHERN STEAMSHIP CO. 220 S. CLARK ST.
GOODRICH LINE STEAMERS FOOT MICHIGAN AVE.
L. MICH. & L. SUP. TRANS. CO. 530 NORTH WATER ST.
F. E. SCOTT { 15 CONGRESS ST. (AUDITORIUM HOTEL) SHERMAN HOUSE
GREAT NORTHERN HOTEL PALMER HOUSE
O. V. HOWARD 103 ADAMS ST.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

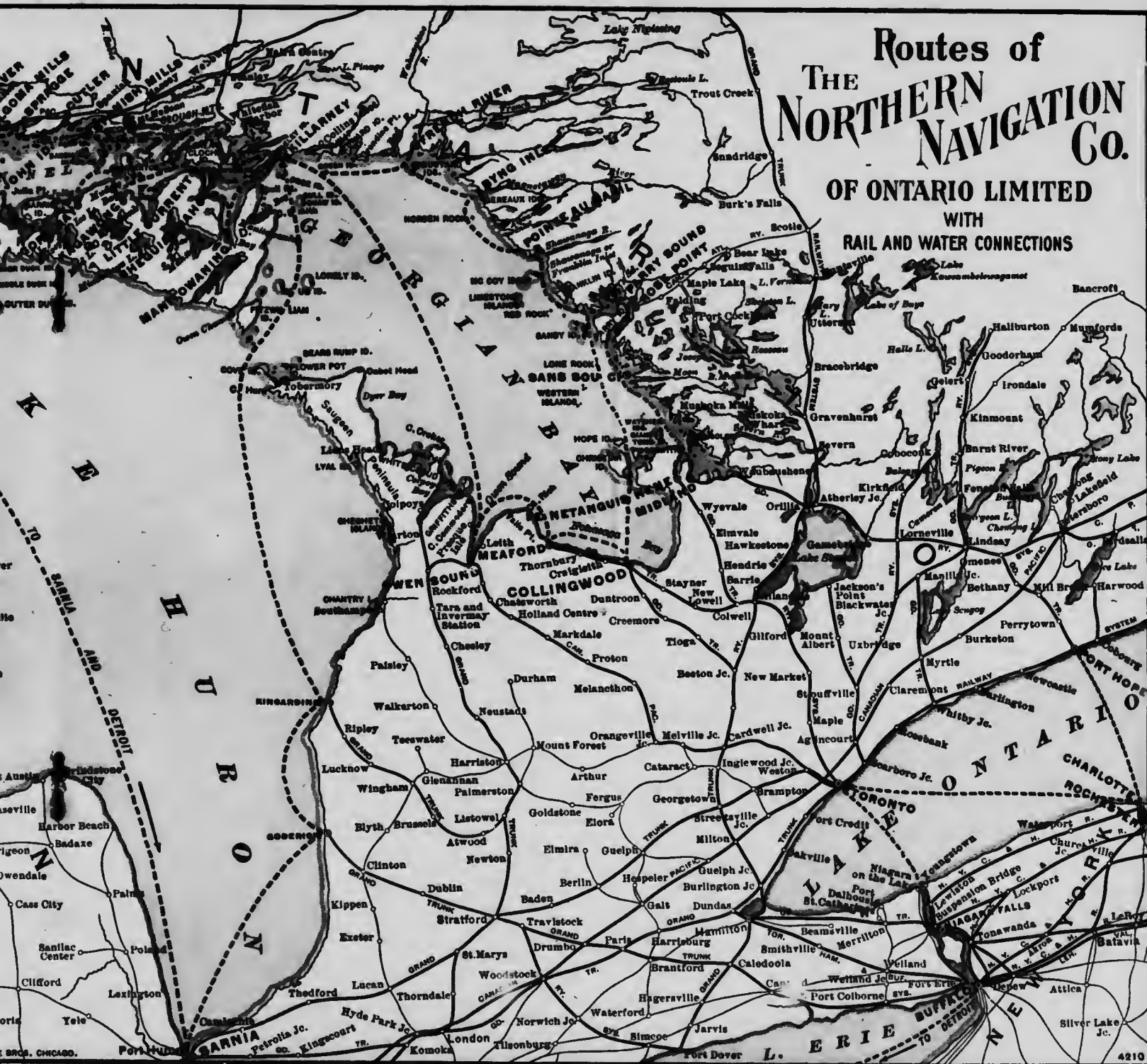
HOTELS IN GEORGIAN BAY DISTRICT

PLACE	HOTEL	PROPRIETOR	Accommodates	RATES	
				PER DAY	PER WEEK
Barrie.....	Queen's.....	D. W. Leroy.....	150	\$1.50 to 2.00	\$7.00 to 10.00
Byng Inlet.....	Barrie House.....	N. Grose.....	100	1.00 to 1.50	6.00 to 10.00
Collingwood.....	Temperance.....	Geo. Coleman.....	25	1.00 to 1.50	7.00 to 9.00
Copperhead Is.	Globe.....	John F. Scholes.....	250	1.30 to 2.00	7.00 to 12.00
Desbarats.....	Grand Central.....	W. C. Train.....	150	2.00 to 2.50	10.00 to 15.00
Ft. William.....	Campbell House.....	Archy Campbell.....	45	1.50 to 2.00	8.00 to 10.00
Gore Bay.....	Hawatha.....			2.00	10.00
Honey Harbor.....	Nokomis Lodge.....		120	1.00	6.00
Kagawong.....	Empire.....	Knapp & McKenna.....	40	2.00 to 3.00	10.00 to 15.00
Killarney.....	Kasulistikqua.....	C. E. R.....	40	2.00 to 3.00	
Little Curr'nt.....	Ocean.....	R. J. Porter.....	35	1.50 to 2.00	9.50
	Queen's.....	S. Burchholder.....	20	1.50 to 2.00	4.00 to 8.00
	Royal.....	Grise Bros.....	100	1.50 to 2.00	8.00 to 12.00
	Killarney.....	John Hillard.....	50	1.00	
	Queen's.....	A. Macdonald.....	75	1.50 to 2.00	9.00 to 10.00
	Manitou House.....	W. McMinn.....	50	1.50 to 2.00	7.00 to 10.50
	The Grand.....	G. Sims.....	50	1.00 to 1.50	7.00 to 9.00
	New Mackinac.....	H. Weaver, Mgr.....	1000	4.00 to 10.00	
	John Jacob Astor.....	F. R. Emerick, Mgr.....	200	2.00 to 5.00	
	Island House.....	J. R. Bogan, Mgr.....	200	2.00 to 5.00	
	Chippewa.....	Mrs. R. V. Webster.....	300	2.00 to 5.00	
	Mission.....	F. R. Emerick, Mgr.....	150	1.50 up	
	Murray.....	S. R. Franks, Mgr.....	100	2.00 to 3.00	
	Lake View.....	J. W. Murray.....	75	2.00 to 3.00	
	Windsor.....	C. C. Cable.....	300	2.50 to 3.00	
	The Chicago.....	Mrs. Belle Galloway.....	60	2.00	Special.
	The Manitou.....	H. D. Bralnard.....	50	2.00 to 2.50	
	Queen's.....	John Sharpe.....	50	1.00 to 1.50	
	Hewitt House.....	D. Hewitt.....	50	1.50 to 2.00	
	Queen's.....	J. B. Hanley.....	50	1.50 to 2.00	9.00
	Gladstone House.....	J. McGregor.....	50	1.50 to 2.00	
	American.....	Josh Hill.....	50	1.50 to 2.00	
	Patterson House.....		150	2.00 to 2.50	10.00 to 15.00
	King's Royal.....	J. Walsh, Mgr.....	150	2.00 to 3.00	9.00 to 15.00
	Seldon's Hotel.....	T. J. Shipman.....	150	1.50 to 2.00	
	Colson House.....	W. J. Mills.....	75	1.00 to 1.50	7.00
	Belvidere Hotel.....	J. K. Paisley.....	150	2.00 to 2.50	10.00 to 12.00
	Mansion House.....	J. T. McAvoy.....	100	1.50 to 2.00	8.00 to 12.00
	Canada Atlantic.....	C. Phillips.....	75	1.50 to 2.00	8.00 to 12.00
	Montgomery.....	F. K. Montgomery.....	50	1.00 to 1.50	5.00 to 7.00
	Penetanguishene.....	Penet'ng Hotel Co.....	250	2.00 to 2.50	12.50 to 15.00
	Northern.....	Joe Desome.....	75	1.00 to 1.50	6.00 to 9.00
	Algoma.....	Merrill & Hodder.....	40	2.00 to 3.00	10.00 to 15.00
	Mariaggi.....	Mariaggi & Co.....	130	2.00 to 7.00	10.00 to 25.00
	Bellevue.....	E. Oldfield.....	40	1.00 to 2.00	6.00 to 12.00
	Rose Point.....	W. F. Thompson.....	200	2.00 to 3.00	12.00 to 15.00
	Sans Souci.....	J. K. Paisley.....	75	2.00 to 2.50	10.00 to 12.00
	Iroquois.....	G. D. Welton.....	350	3.00 to 5.00	
	Park.....	J. R. Hayes.....	200	3.00 to 5.00	
	Manitou.....	T. E. Foard.....	100	2.00	
	Sherman.....	J. O'Brien.....	100	1.50	
	Cornwall.....	L. Lambert.....	100	1.50 to 2.50	10.00 to 12.00
	Algonquin.....	G. A. Reed, Mgr.....	60	2.00	
	The Leland.....	H. E. Leland.....	50	1.50 to 2.00	7.00 to 10.00
	Windsor.....	C. J. Brown.....	75	1.50 to 2.50	6.00 to 9.00
	nashene House.....	J. C. Cautley.....	125	1.50 up	8.00 up
	The Queen's.....	A. D. Simon.....	50	1.50	7.00
	Queen's.....	McGraw & Winnett.....		2.50 to 5.00	
	Rossin.....			2.50 to 4.00	
	Walker.....	T. M. Bayne, Mgr.....		2.00 to 3.00	
	Iroquois.....	Geo. H. Graham.....	100	2.00 to 3.50	12.00 to 15.00
	Grand Union.....	Chas. A. Campbell.....		2.00	
	King Edward.....			3.50 up w'd	





Routes of THE NORTHERN NAVIGATION Co. OF ONTARIO LIMITED WITH RAIL AND WATER CONNECTIONS



THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.



30,000 ISLANDS.

WESTBOUND TOURS

Via Georgian Bay and Mackinac or Parry Sound and Penetang Divisions.

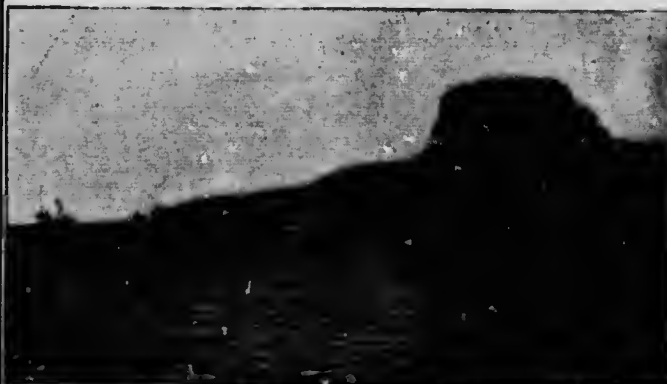
- 1 Collingwood or Owen Sound to Mackinac and Return... \$20.00
Via Sault Ste. Marie. The above trip is through the inside channel to Sault Ste. Marie and Mackinac Island, returning by same route, the only difference being that the places passed during the night going are passed in daylight returning. It is a six days' water trip, calling at all ports on the Great Manitoulin Island and the North Shore.
- 2 Same Tour from Toronto, Hamilton, Guelph, Galt and Woodstock 24.75
Either by G. T. Ry. via Collingwood or C. P. Ry. via Owen Sound.
- 3 Same Tour from Buffalo..... 27.95
Via all rail to Collingwood or Owen Sound, or via rail and lake to Toronto, thence rail to Collingwood or Owen Sound, connecting with steamers at either port.
- 4 Same Tour from Niagara Falls... 27.00
Starting from either American or Canadian side and same choice of route as No. 3.
- 5 Same Tour from Rochester..... 27.75
Via R. & O. N. Co. from Rochester to Toronto, thence same as No. 2. Transfer at Toronto included.
- 6 Collingwood to Killarney and Return..... 10.00
Via Parry Sound, Pointe Au Baril, Byng Inlet, and French River, returning same route through practically enclosed waters with varied and delightfully picturesque scenery.
- 7 Same Tour from Toronto..... 14.75
Via G. T. Ry. System to Collingwood and return.
- 8 Same Tour from Niagara Falls and Return..... 17.00
With choice of routes to Toronto, thence same as No. 7.
- 9 Same Tour from Buffalo, N. Y., and Return..... 17.95
With choice of routes to Toronto, thence same as No. 7.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

- 10 Penetanguishene or Midland to Killarney and Return.....\$10.50
Via Parry Sound, Pointe Au Baril, Byng Inlet and French River, returning same route. Meals and berth extra between Penetanguishene, Midland and Parry Sound.
- 11 Same Tour from Toronto..... 15.25
Via G. T. Ry. to Penetanguishene or Midland. Meals and berth extra between Penetanguishene, Midland and Parry Sound.
- 12 Same Tour from Whitby, Peterborough, Port Hope or Cobourg. 15.25
Via Orillia and Penetanguishene or Midland, returning same route. Meals and berth extra between Penetanguishene, Midland and Parry Sound.
- 13 Same Tour from Niagara Falls and Return..... 17.50
With choice of routes to Toronto, thence G. T. Ry. to Penetanguishene or Midland, returning same route. Meals and berth extra between Penetanguishene, Midland and Parry Sound.
- 14 Same Tour from Buffalo and Return..... 18.45
Choice of routes to Toronto, thence same as No. 13. Meals and berth extra between Penetanguishene, Midland and Parry Sound.
- 15 Penetanguishene or Midland to Parry Sound and Return.... 3.50
Via the inner channel, Sans Souci, Moose Point, and the greatest fishing, camping and hunting grounds of the upper lakes. Meals and berth extra.
- 16 Same Tour from Toronto and Return..... 8.25
Meals and berth extra.
- 17 Same Tour from Niagara Falls and Return..... 10.50
Choice of routes to Toronto. Meals and berth extra.
- 18 Same Tour from Buffalo and Return..... 11.45
Choice of routes to Toronto. Meals and berth extra.
- 19 Toronto to Sault Ste. Marie, Mackinac Island and Return... 23.20
Toronto to Mackinac Island same as No. 2, returning via D. & C. N. Co. Mackinac to Cleveland, C. & B. T. Co. Cleveland to Buffalo, via N. Y. C. Ry. to Lewiston and Niag. Nav. Co. Lewiston to Toronto. Meals and berth included on Northern Navigation Co. from Collingwood or Owen Sound to Mackinac Island, and extra on all other lines.
- 20 Toronto to Sault Ste. Marie, Mackinac Island and Return... 26.05
Toronto to Mackinac Island by same route as No. 2, returning via D. & C. N. Co. Mackinac Island to Detroit, D. & B. S. B. Co. Detroit to Buffalo via N. Y. C. Ry. to Lewiston, and Niag. Nav. Co. Lewiston to Toronto. Meals and berth included on Northern Navigation Co. from Collingwood or Owen Sound to Mackinac Island, and extra on all other lines.
- 21 Toronto to Chicago and Return..... 41.75
Toronto to Mackinac Island and return same as No. 2, thence L. M. & L. S. T. Co. or N. M. T. Co. to Milwaukee or Chicago, returning by either line to Mackinac Island, and same as No. 2 to Toronto.
- 22 Toronto to Chicago and Return..... 37.75
Toronto to Mackinac Island and return same as No. 2, Mackinac to Chicago and return via M. S. S. Co. or N. S. S. Co. Meals and berth extra on M. S. S. Co. and N. S. S. Co.
- 23 Collingwood or Owen Sound to Chicago and Return..... 37.00
Northern Navigation Co. to Mackinac, N. M. T. Co. or L. M. & L. S. T. Co. to Chicago, returning same route. Meals and berth included.
- 24 Single fare, via this route..... 21.50
- 25 Or via Manitou Steamship Co., or N. S. S. Co., Mackinac to Chicago and Return 33.00
Meals and berth extra on M. S. S. Co. and N. S. S. Co.
- 26 Single fare via this route..... 19.00

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

- 27 Collingwood or Owen Sound to Port Arthur or Fort William and Return \$36.00
Going via Northern Navigation Co. (Georgian Bay and Mackinac Division) to Sault Ste. Marie, thence Lake Superior Division to destination, returning same route.
- 28 Collingwood or Owen Sound to Duluth and Return 38.00
Northern Navigation Co. (Georgian Bay and Mackinac Division) to Sault Ste. Marie, thence Lake Superior Division to destination, returning same route.
- 29 Same to St. Paul or Minneapolis 45.50
Including transfer at Duluth.
- 30 Collingwood or Owen Sound to Cleveland and Return 29.00
Going Northern Navigation Co. to Mackinac Island, D. & C. N. Co. to Cleveland, returning same route. Meals and berth extra on D. & C. N. Co.
- 31 Same Tour to Toledo and Return 28.00
- 32 Same Tour to Detroit and Return 27.00
- 33 Toronto to Parry Sound and Return 9.45
Going via Muskoka Wharf, Port Cockburn, Maple Lake and Rose Point, returning via Midland or Penetanguishene and rail to Toronto. Meals and berth extra on steamers.



THUNDER CAPE, LAKE SUPERIOR, ENTRANCE TO THUNDER BAY.

- 34 Toronto to Sault Ste. Marie and Return 23.70
Via G. T. Ry. to Collingwood or C. P. Ry. to Owen Sound. Northern Navigation Co. (Georgian Bay and Mackinac Division) to Sault Ste. Marie, returning Northern Navigation Co. (Lake Superior Division) to Sarnia, G. T. Ry. to Toronto.
- 35 Penetang or Midland to Mackinac and Return 25.00
Northern Navigation Co. (Parry Sound Division) to Parry Sound (meals and berth extra), Georgian Bay and Mackinac Division to Mackinac, returning same route.
- 36 Or Return via Soo Division, to Collingwood and G. T. Ry. to Penetang 25.00
- 37 Collingwood or Owen Sound to Killarney and Return 10.00
Going via Parry Sound, Byng Inlet and French River and returning via direct route, or vice versa.
- Via Sarnia and Lake Superior Division.
- 38 Sarnia to Isle Royale and Return 32.00
Northern Navigation Co. (Lake Superior Division) to Port Arthur, Booth Line steamers to Isle Royale, returning same route.
- 39 Sault Ste. Marie to Isle Royale and Return 18.00
Northern Navigation Co. (Lake Superior Division) to Port Arthur, Booth Line steamers to Isle Royale, returning same route.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

- 40 Sarnia to Duluth and Return (via south shore Lake Superior) .. \$34.00
Northern Navigation Co. (Lake Superior Division) to Duluth, L. M. & L. S. T. Co. via Houghton and Marquette to Sault Ste. Marie, Northern Navigation Co. (Lake Superior Division) to starting point.
- 41 Sault Ste. Marie to Duluth and Return (via south shore Lake Superior) 20.00
Northern Navigation Co. (Lake Superior Division) to Duluth, L. M. & L. S. T. Co. to starting point.
- 42 Sarnia to Sault Ste. Marie and Return 14.00
- 43 Sarnia to Sault Ste. Marie and Return 23.70
Going Northern Navigation Co. (Lake Superior Division) and returning via Northern Navigation Co. (Georgian Bay and Mackinac Division) to Collingwood, thence G. T. Ry. to starting point. This rate also applies from any G. T. Ry. point on a direct line between Toronto and Collingwood or Sarnia. Steamers leave Soo for Collingwood every Monday, Wednesday and Saturday.
- 44 Sarnia to Mackinac and Return 18.50
Going via Northern Navigation Co. (Lake Superior Division) to Sault, Ont., ferry to Soo, Mich., Arnold Lines Sault to Mackinac and return to Sault, Northern Navigation Co. to Sarnia. Meals and berth extra on Arnold Line steamers.
- 45 Sarnia to Port Arthur and Return 30.00
Going and returning via Northern Navigation Co. (Lake Superior Division).
- 46 Same Trip from Sault Ste. Marie 18.00
- 47 Sarnia to Duluth and Return 34.00
Going and returning via Northern Navigation Co. (Lake Superior Division).
- 48 Same Trip from Sault Ste. Marie 20.00
- Sarnia to Duluth and Return via St. Paul and Chicago 42.00
Going via Northern Navigation Co. (Lake Superior Division) and returning via choice of lines to St. Paul and Chicago, and G. T. Ry. System to Sarnia.
- 50 Same Trip from Sault 42.00
Going via Duluth, and returning via Northern Navigation Co. (Lake Superior Division) from Sarnia.
- 51 Same Trip from Port Arthur 42.00
- 52 Sarnia to Winnipeg and Return via Port Arthur or Fort William 51.35
(Good 40 days, but not valid for stop-over on railroad.)
Going via Northern Navigation Co. (Lake Superior Division) to Port Arthur, thence C. P. Ry. or C. N. Ry. to Winnipeg and returning same route.
- 53 Same Trip from Sault Ste. Marie 39.35
- 54 Sarnia to Winnipeg and Return via St. Paul and Chicago ... 61.00
Going via Northern Navigation Co. (Lake Superior Division) to Port Arthur or Fort William, thence either C. N. Ry. or C. P. Ry. to Winnipeg, thence choice of lines to St. Paul, Chicago and G. T. Ry. System to Sarnia.
- 55 Same Trip from Sault 61.00
Going and returning same as No. 54 to Sarnia, Northern Navigation Co. (Lake Superior Division) to Sault Ste. Marie.
- 56 Sarnia to Owen Sound or Collingwood and Return 32.00
Going via Northern Navigation Co. (Lake Superior Division) to Sault, Northern Navigation Co. (Georgian Bay and Mackinac Division) to Owen Sound or Collingwood, returning same route.
- 57 Sarnia to St. Paul or Minneapolis and Return 41.50
Going via Northern Navigation Co. (Lake Superior Division) to Duluth, thence choice of rail routes and returning same way, includes transfer at Duluth.
- 58 Same Trip from Sault Ste. Marie 27.50
- 59 Same Trip from Port Arthur 16.50

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

- 60 Sarnia to Chicago and Return via Soo.....\$34.00
Going via Northern Navigation Co. to Soo, thence L. M. & L. S. T. Co. to Chicago, returning same route.
- 61 Sarnia to Vancouver, Victoria, New Whatcom, Everett, Seattle, Portland and Return120.00
Going sixty days, good for nine months, via Northern Navigation Co. (Lake Superior Division) to Fort William, C. P. Ry. to destination, returning same route.
- 62 Same Trip from Sault Ste. Marie108.00
- 63 Same Trip as No. 61124.00
Going via Northern Navigation Co. (Lake Superior Division) to Duluth, N. P. Ry. or G. N. Ry. to destination, returning same route.
- 64 Sarnia to St. Paul or Minneapolis and Return 44.45
Going via Northern Navigation Co. (Lake Superior Division) to Duluth, thence choice of railways to St. Paul, thence Diamond Jo Line steamers to Dubuque, Ill., or Davenport, Ia., thence rail to Chicago, and G. T. Ry. System to Sarnia. This rate includes meals and berth on Northern Navigation Co. and Diamond Jo Line steamers, and will apply from Sault or Port Arthur going via Duluth.
- 65 Sarnia to Duluth and Return via St. Paul and St. Louis..... 49.40
Going via Northern Navigation Co. (Lake Superior Division) to Duluth, thence choice of railways to St. Paul, thence Diamond Jo Line steamers to St. Louis, Mo., thence T. St. L. & W. Ry. (Clover Leaf Route) to Toledo, thence White Star Line steamers to Sarnia via Detroit. This rate includes meals and berth on the Northern Navigation Co. and Diamond Jo Line steamers, and will apply from any station on T. St. L. & W. Ry., going via Toledo and Sarnia, and also from Sault or Port Arthur, going via Duluth.
- 66 Sarnia to San Francisco and Return via Duluth133.00
Going via Northern Navigation Co. (Lake Superior Division) to Duluth, thence choice of N. P. Ry. or G. N. Ry., and returning same way.
- 67 Same Trip from Sault Ste. Marie125.00
- 68 Same Trip from Port Arthur.....114.00



THE WOOLING SCENE, DRAMA OF HIAWATHA. DESBARATS, ONT., CANADA.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

- 69 Sarnia to San Francisco and Return.....\$135.00
Going via Fort William, thence C. P. Ry. and connections, returning same route.
- 70 Sarnia to Duluth and Return 43.70
Going via Northern Navigation Co. (Lake Superior Division) to Duluth and return to Soo. Northern Navigation Co. (Georgian Bay and Mackinac Division) to Collingwood, G. T. Ry. to Sarnia.

EASTBOUND TOURS

Via Georgian Bay and Mackinac or Parry Sound and Penetang Divisions.

- 1 Mackinac Island to Collingwood or Owen Sound and Return..\$20.00
Through the inside channel of Georgian Bay, among the 30,000 islands of that famous resort.
- 2 Sault Ste. Marie to Collingwood or Owen Sound and Return. 18.00
- 3 Mackinac to Toronto and Return..... 24.75
Northern Navigation Co. to Owen Sound and C. P. Ry. to Toronto, or Northern Navigation Co. to Collingwood and G. T. Ry. to Toronto, returning same route.
- 4 Same from Sault Ste. Marie 22.75
- 5 Mackinac Island to Buffalo and Return..... 23.20
Northern Navigation Co. to Owen Sound or Collingwood, thence C. P. Ry. from Owen Sound to Toronto, or G. T. Ry. from Collingwood to Toronto, and choice of routes from Toronto to Buffalo. Returning via C. & B. T. Co. to Cleveland, D. & C. N. Co. Cleveland to Mackinac Island. Meals and berth extra on C. & B. and D. & C. lines.
- 6 Sault Ste. Marie or Mackinac Island and the circuit of Georgian Bay..... 25.00
From Sault Ste. Marie or Mackinac Island through the inside channel to Owen Sound, Meaford and Collingwood, thence via G. T. Ry. to Penetanguishene, where steamer "City of Toronto" may be taken through the entire archipelago of the Georgian Bay to Parry Sound. Passengers transferring direct to steamer for Sault Ste. Marie, Mackinac and intermediate ports. Transfer can be made at Parry Sound from steamers calling there eastbound, with steamer "City of Toronto" and G. T. Ry. to Collingwood, where connection is made for return to Sault Ste. Marie or Mackinac. This tour gives a complete circuit of the Georgian Bay, and is without doubt the most beautiful and enjoyable fresh water trip on this continent. It is only made by the steamers of this Company. The entire trip consumes about seven days. Round trip, meals and berth included except on steamer "City of Toronto."
- 7 Sault Ste. Marie or Mackinac Island to Parry Sound and Return. 20.00
- 8 Sault Ste. Marie or Mackinac Island to Midland or Penetanguishene and return 25.00
Transferring at Killarney and Parry Sound, returning same route. Meals and berth extra between Parry Sound and Penetang.
- 9 Mackinac Island to Little Current or Kagawong and Return.. 14.50
Via Sault Ste. Marie. During July and August passengers must take their chance of obtaining berths on return trip as they cannot be reserved in advance.
- 10 Chicago to Owen Sound or Collingwood and return..... 37.00
N. M. T. Co. or L. M. & L. S. T. Co. to Mackinac, thence Northern Navigation Co. (Georgian Bay and Mackinac Division) to destination, returning same route.
- 11 Via Manitow Steamship Co. or Northern Steamship Co. 33.00
Meals and berth extra between Chicago and Mackinac Island.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.



SAULT STE. MARIE RIVER.

- 12 Via Goodrich Line \$40.00
Meals and berth included.
- 13 Chicago to Montreal and Return 58.45
Via N. M. T. Co. or L. M. & L. S. T. Co., Northern Navigation Co., C. P. Ry. from Owen Sound, or G. T. Ry. from Collingwood, to Toronto and R. & O. N. Co. to Montreal. Return same route. Meals and berth extra eastbound between Toronto and Montreal.
- 14 Chicago to Toronto and Return 41.75
Via N. M. T. Co. or L. M. & L. S. T. Co. to Mackinac, Northern Navigation Co. to Owen Sound or Collingwood, thence C. P. Ry. or G. T. Ry. to Toronto. Return same route.
- 15 Via Manitou Steamship Co. or Northern Steamship Co. 37.75
Meals and berth extra between Chicago and Mackinac Island.
- 16 Chicago to Niagara Falls and Buffalo and Return 48.85
Via N. M. T. Co. or L. M. & L. S. T. Co. to Mackinac and return. Northern Navigation Co. to Owen Sound or Collingwood, C. P. Ry. or G. T. Ry. to Toronto, all rail or lake and rail to Niagara Falls and Buffalo, E. & W. T. Co. to Mackinac.
- 17 Via Manitou Steamship Co. or Northern Steamship Co. 44.85
Meals and berth extra between Chicago and Mackinac Island.
- 18 Chicago to Royal Muskoka Hotel and Return 42.35
Via N. M. T. Co. or L. M. & L. S. T. Co. to Mackinac, Northern Navigation Co. to Parry Sound, C. A. Ry. to Maple Lake, Tally-ho Coach to Port Cockburn, Muskoka Nav. Co. to Royal Muskoka Hotel. Return same route. Meals and berth extra on Muskoka Lakes.
- 19 Via Manitou Steamship Co. or Northern Steamship Co. 38.35
Meals and berth extra.
- 20 Chicago to Niagara Falls and Return 44.00
Via N. M. T. Co. or L. M. & L. S. T. Co. to Mackinac, Northern Navigation Co. to Owen Sound or Collingwood, C. P. Ry. or G. T. Ry. to Toronto, either rail or lake and rail to Niagara Falls. Return same route.
- 21 Mackinac or Sault Ste. Marie to Ottawa and Return 31.95
Going via Georgian Bay and Mackinac Division to Parry Sound, Parry Sound Yachting fleet to Rose Point, C. A. Ry. to Ottawa. Return same route.

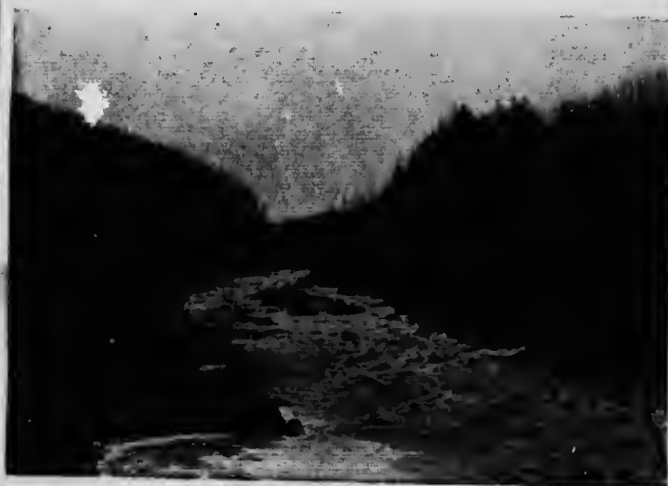
THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

From Duluth via Lake Superior Division.

- 22 Duluth to Soo, Ont., and Return via South Shore \$24.00
Going via Northern Navigation Co. (Lake Superior Division) and returning via steamers of either the Anchor Line or the L. M. & L. S. T. Co.
- 23 Same Trip from Port Arthur 24.00
Going via either Duluth or Sault, and returning in opposite direction.
- 24 Duluth to Sarnia and Return via All Rail 39.45
Going via Northern Navigation Co. (Lake Superior Division) and returning via G. T. Ry. and C. St. P. M. & O. Ry. or C. M. & St. P. Ry. This rate will also apply from Port Arthur and Sault Ste. Marie, going via Sarnia.
- 25 Duluth to Toronto and Return 38.75
Going via Northern Navigation Co. (Lake Superior Division) to Sarnia, thence G. T. Ry. System, returning same route.
- 26 Same Trip from Port Arthur 34.75
- 27 Same Trip from Sault Ste. Marie 18.75
- 28 Duluth to Toronto and Return 43.70
Going via Northern Navigation Co. (Lake Superior Division) to Sarnia, G. T. Ry. to Toronto, returning G. T. Ry. to Collingwood, Northern Navigation Co. (Georgian Bay and Mackinac Division) to Soo, Northern Navigation Co. (Lake Superior Division) to Duluth, or Northern Navigation Co. (Lake Superior Division) to Soo, Northern Navigation Co. (Georgian Bay and Mackinac Division) to Collingwood, G. T. Ry. (via Toronto) to Sarnia, Northern Navigation Co. (Lake Superior Division) to Duluth.
- 29 Same Trip from Port Arthur 41.70
- 30 Same Trip from Sault Ste. Marie 23.70
- 31 Duluth to Toronto and Return via All Rail 46.40
Going via Northern Navigation Co. (Lake Superior Division) and G. T. Ry. System, returning via G. T. Ry. and C. St. P. M. & O. Ry. or C. M. & St. P. Ry.
- 32 Same Trip from Port Arthur 46.65
Going and returning same as above to Duluth, Northern Navigation Co. (Lake Superior Division) to Port Arthur.
- 33 Duluth to Owen Sound or Collingwood 38.00
Going via Northern Navigation Co. (Lake Superior Division) to Sault, Northern Navigation Co. (Georgian Bay and Mackinac Division) to Owen Sound or Collingwood, returning same route.
- 34 Same Trip from Port Arthur or Fort William 36.00
- 35 Duluth to Niagara Falls, Ont., and Return via Toronto 41.00
Going to Toronto via Sarnia, thence steamers of Niagara Nav. Co. to Lewiston, thence N. Y. C. & H. R. R. R. to Niagara Falls, returning same route.
- 36 Duluth to Montreal and Return 53.70
Going via Northern Navigation Co. (Lake Superior Division) to Sarnia, thence G. T. Ry., and returning same way.
- 37 Same Trip 56.75
Choice of G. T. Ry. or R. & O. N. Co. steamers from Toronto or Kingston to Montreal up to Sept. 15, returning G. T. Ry. and Northern Navigation Co. (Lake Superior Division) via Sarnia. Meals and berth extra on R. & O. N. Co. steamers eastbound.
- 38 Same Trip from Port Arthur 52.75
- 39 Same Trip from Sault Ste. Marie 36.75
- 40 Duluth to Halifax, N. S., and Return 78.70
Via Sarnia, G. T. Ry. and I. C. Ry., returning same route.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

- 41 Duluth to Halifax, N. S., and Return.....\$98.60
Via Sarnia, G. T. Ry. and Q. S. S. Co. from Quebec, returning same route. Meals included.
- 42 Duluth to Quebec and Return 59.55
Via Sarnia and G. T. Ry. to Montreal, thence either rail or steamer to Quebec, returning same route. (Meals and berth extra on Quebec steamer.)
- 43 Duluth to St. John, N. B., and Return 74.70
Via Sarnia, G. T. Ry. and Montreal and Norwood, returning same route.
- 44 Duluth to Cacouna, Que., and Return..... 63.00
Via Sarnia and G. T. Ry. and I. C. Ry., returning same route.
- 45 Duluth to Ha Ha Bay or Chicoutimi and Return..... 65.70
Via Sarnia and G. T. Ry. to Quebec, thence via steamer, returning same route.
- 46 Duluth to Tadoussac, Que., and Return..... 64.20
Via Sarnia and G. T. Ry., and rail or steamer from Montreal or Quebec, returning same route.
- 47 Duluth to Ottawa and Return 51.55
Via Sarnia and G. T. Ry. to Toronto, thence either C. P. Ry. to Ottawa, or G. T. Ry. to Brockville, and C. P. Ry. to Ottawa, or G. T. Ry. to Cornwall Jct., thence N. Y. & O. R. R., returning same route.
- 48 Port Arthur to Buffalo and Return (all water route)..... 37.75
Going via Northern Navigation Co. (Lake Superior Division) to Sarnia, White Star Line to Detroit, D. & B. S. B. Co. to Buffalo, returning same route. Meals and berth not included on White Star Line and D. & B. S. B. Line steamers.
- 49 Same Trip from Sault Ste. Marie 21.75
- 50 Port Arthur to Cleveland and Return (all water route)..... 34.25
Going via Northern Navigation Co. (Lake Superior Division) to Sarnia, White Star Line to Detroit, D. & C. Line to Cleveland, returning same route. Meals and berth not included on White Star Line and D. & C. Line steamers.
- 51 Same Trip from Sault Ste. Marie..... 18.25



TROUT STREAM, GEORGIAN BAY.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.



RED TROUT CHANNEL

RAILWAY CONNECTIONS

NOTE.—When the time of connecting lines is given, it is for the information of the public. Every effort will be made to have this information correct, but this Company does not guarantee connections and will not be responsible for detentions caused by connecting lines.

Grand Trunk Railway System. At Sarnia, Collingwood, Meaford, Owen Sound, Penetanguishene, and Midland for Toronto, Hamilton, Buffalo, Montreal and all points East and West.

Canadian Northern Railway. At Port Arthur for Fort Francis, Winnipeg, Brandon, Neepawa, Gladstone, Portage la Prairie, Morris, Carman, Emerson, etc.

Canadian Pacific Railway. At Owen Sound for Toronto, Hamilton, Buffalo, Peterborough, Ottawa, Montreal, Quebec and all points in Ontario and Quebec and the Eastern States; at Spragge, Algoma Mills and Sault Ste. Marie for all points East. At Fort William for Winnipeg to and from all Manitoba and Pacific Coast points.

Great Northern Railway and Northern Pacific Railway. At Duluth for St. Paul, Minneapolis, Grand Forks, Fargo and the West.

Minneapolis, St. Paul & Sault Ste. Marie Railway (Soo Line). At Sault Ste. Marie for the twin cities Minneapolis and St. Paul, the central point from which the Soo line radiates East and West, abounding with beauty spots, suburban lakes and advantages which have led thousands to visit them for rest and pleasure.

Duluth, South Shore & Atlantic Railway. For Marquette, Negaunee, Ishpeming, Houghton, Hancock, Calumet, and all points in the iron and copper countries of Northern Michigan; also for Ironwood, Mich., Hurley, Ashland, and West Superior, Wis.; Duluth, Minn., and all points West.

Canada Atlantic Railway. At Parry Sound and Rose Point for Muskoka Lakes and all Eastern resorts; Ottawa, Canada's capital city, Montreal, Quebec, Halifax, New York, Boston and all points in New England.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

STEAMER CONNECTIONS

AT SAULT STE. MARIE

Arnold Transit Co. Leaves Sault Ste. Marie for Detour, Mackinac Island and Cheboygan Mondays, Thursdays and Saturdays at 6.00 a. m., May 1 to July 1, September 10 to November 26. From July 1 to September 10 daily at 4.00 p. m.

Lake Michigan & Lake Superior Transportation Co. Leave Soo for South Shore ports of Lake Superior to Duluth, and for Milwaukee and Chicago. Steamers leave northbound and westbound at 12.30 a. m. eastbound and southbound at 12.30 a. m., every Friday.

Erie & Western Transportation Co. (Anchor Line). For Detroit, Port Huron, Cleveland, Erie and Buffalo, leave Sault Ste. Marie as follows:

	TIONESTA	JUNIATA	INDIA	JAPAN
Hour ...	9.00 a.m.	9.00 a.m.	7.00 a.m.	7.00 a.m.
June	1, 12, 22	26	11, 25	4, 18
July	3, 13, 24	6, 17, 27	9, 28	2, 16, 30
August...	3, 14, 24	7, 17, 28	6, 20	13, 27
Sept.....	4, 14, 25	7, 18, 28	3, 17	10, 24

For Duluth and intermediate ports, leave Sault Ste. Marie:

Hour ...	7.00 p.m.	7.00 p.m.	7.00 a.m.	7.00 a.m.
June	7, 17, 28	21	5, 19	12, 26
July	8, 19, 29	1, 12, 22	3, 17, 31	10, 24
August...	9, 19, 30	2, 12, 23	14, 28	7, 21
Sept.....	9, 20, 30	2, 13, 23	11, 25	4, 18

Hart's Steamboat Line. Arrives at the Soo eastbound Sundays, Tuesdays and Thursdays at 6.00 a. m. Leaves the Soo westbound Sundays, Tuesdays and Thursdays at 10.00 a. m.

The Algoma Central Steamship Line. Steamers leave Sault Ste. Marie at 11.00 p. m. Mondays and Thursdays of each week for Michipicoten and intermediate points. Returning, leave Michipicoten Tuesdays and Fridays at 4 p. m.

Booth Line. Leaves Soo Mondays and Fridays at 9.00 a. m. for Duluth, via South Shore. Leaves Soo Wednesdays and Saturdays at 7.30 p. m. for Michipicoten Island.

AT MACKINAC ISLAND.

Northern Michigan Transportation Co. For Petoskey, Harbor Springs, Charlevoix, Milwaukee and Chicago, leave Mackinac Island Mondays 8.00 p. m., Thursdays 9.00 p. m., arrive Chicago Saturdays and Wednesdays 6.30 a. m.; leave Chicago Wednesdays 1.00 p. m., Saturdays 7.00 p. m., arrive Mackinac Island Thursdays 7.30 p. m., Mondays 6.30 a. m.

Manitou Steamship Co. For Petoskey, Harbor Springs, Charlevoix, and Chicago, leave Mackinac Island Sundays 9.00 a. m., Tuesdays, 12.15 p. m., Thursdays 2.00 p. m., arrive at Chicago Mondays 8.30 a. m., Wednesdays 12.00 noon, Fridays 2.00 p. m.; leave Chicago Mondays 11.30 a. m., Wednesdays 2.00 p. m., Fridays 6.30 p. m., arrive at Mackinac Island Tuesdays 11.30 a. m., Thursdays 1.30 p. m., Saturdays 6.30 p. m., all Central Time.

THE NORTHERN NAVIGATION CO. OF ONTARIO, LIMITED.

Detroit & Cleveland Navigation Co. (D. & C.) For Alpena, Detroit, Toledo, Cleveland and Buffalo, leave Mackinac Island Mondays and Wednesdays 8.30 a. m., Thursdays and Saturdays at 2.00 p. m.; arrive Detroit Mondays and Saturdays 2.00 p. m., Tuesdays and Thursdays at 8.45 p. m., arrive Cleveland daily 5.30 a. m.; leave Cleveland daily (except Sunday) during July and August 9.30 a. m. and 10.30 p. m., arrive at Mackinac Island Tuesdays and Sundays 7.15 p. m., Thursdays and Saturdays 12.15 p. m.

Lake Michigan & Lake Superior Transportation Co. Leave Mackinac Island for Milwaukee and Chicago, Fridays 1.00 p. m., for Sault Ste. Marie and Duluth, Thursdays 1.30 p. m.; arrive at Chicago Sundays 2.00 a. m.; Duluth Sundays 1.30 p. m.

Hart's Steamboat Line. Leaves Mackinac Island, eastbound, Sundays, Wednesdays and Fridays 6.00 p. m.; leaves Mackinac Island, westbound, Mondays, Thursdays and Saturdays 10.30 p. m.

Arnold Transit Co. Leave Mackinac Island for Sault Ste. Marie and river ports Sundays Wednesdays and Fridays 9.00 a. m., May 1 to July 1, and September 10 to November 25. July 1 to September 10, 9.00 a. m., daily.

Arnold Line Steamers. Leave Mackinac Island for Les Cheneaux Islands 9.00 a. m., 2.00 p. m. and 4.00 p. m. daily, during tourist season.

Erie & Western Transportation Co. (Anchor Line.) For Detroit, Erie, Cleveland and Buffalo, leave Mackinac Island as follows:

	TIONESTA	JUNIATA	INDIA	JAPAN
Hour ...	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
June	1, 12, 22	26	11, 25	4, 18
July	3, 13, 24	6, 17, 27	9, 23	2, 16, 30
August...	3, 14, 24	7, 17, 28	6, 20	13, 27
Sept.....	4, 14, 25	7, 18, 28	3, 17	10, 24

Goodrich Transportation Co. S. S. "Georgia" will leave Mackinac Island every Tuesday 4.00 p. m., arriving Chicago 2.45 p. m. Thursdays.

AT PORT ARTHUR.

Booth Line Steamers. For Duluth. Leave Port Arthur daily, except Wednesday, at 8.00 a. m. Leave Duluth daily, except Tuesday and Saturday, during July and August, at 10.00 a. m. arriving Port Arthur at 6.00 a. m.

AT SARNIA.

White Star Line. For Detroit. Steamer "Tashmoo" leaves Sarnia at 4.50 p. m. Eastern Time, after arrival of Northern Navigation Co. steamers (same dock). Returning, leaves Detroit 8.30 a. m., Central Time, connecting at Sarnia with Northern Navigation Co. for Sault Ste. Marie and Lake Superior.

Detroit & Buffalo Steamboat Co. Leave Detroit daily at 4.00 p. m., arrive at Buffalo 7.30 a. m.; leave Buffalo daily at 5.30 p. m., arrive at Detroit 7.30 a. m., all Eastern Time.





H. C. HAMMOND,
PRESIDENT,
TORONTO, ONT.
H. H. GILDERSLEEVE,
MANAGER,
COLLINGWOOD, ONT.

C. A. MACDONALD,
AUD. PASS'R AND FREIGHT ACCTS.,
COLLINGWOOD, ONT.
C. H. NICHOLSON,
TRAFFIC MANAGER,
SARNIA, ONT.

