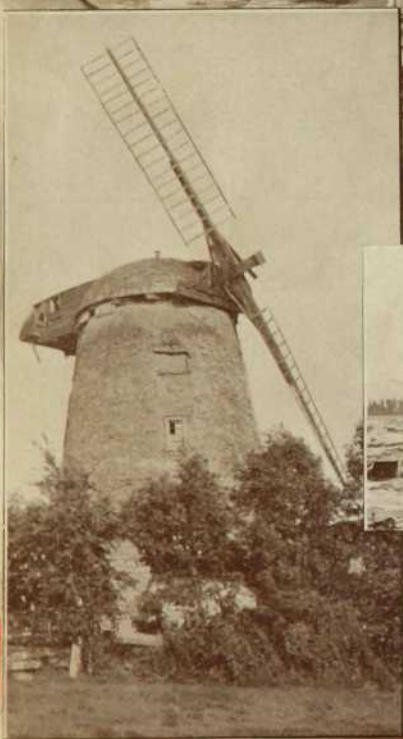


54E

Snap Shots

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OTTAWA RIVER AND
RIDEAU LAKES



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ON THE

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ALSO, A SHORT DESCRIPTION OF THE OTTAWA
RIVER & POINTS OF INTEREST TO THE TOURIST
WHO MAY MAKE THE TRIP VIA THE GRAND
RIVER AND RIDEAU LAKES THROUGH THE

MOST CHARMING SCENERY IN AMERICA

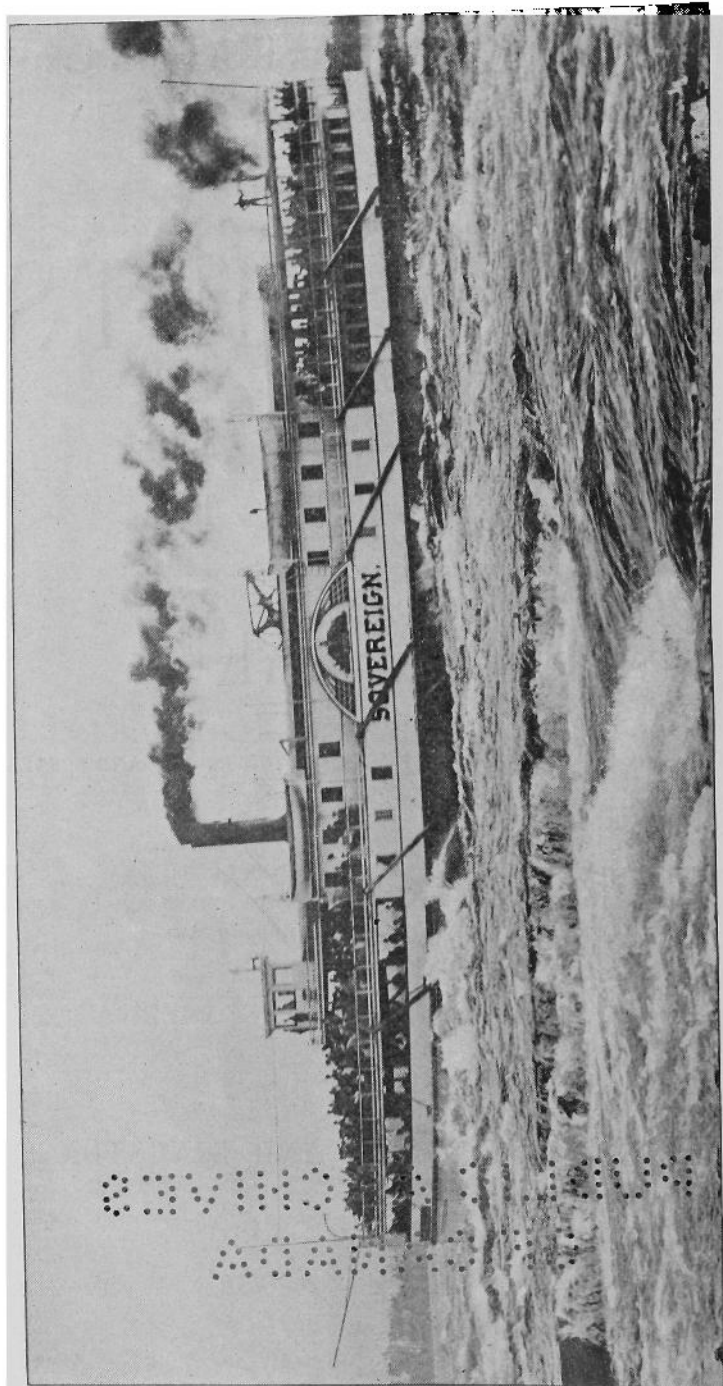
BETWEEN

MONTREAL, OTTAWA AND KINGSTON

PUBLIC ARCHIVES
OF CANADA



MONTREAL
DESBARATS & CO., ENGRAVERS AND PRINTERS
1902



Steamer "Sovereign" shooting Lachine Rapids.

THE OTTAWA

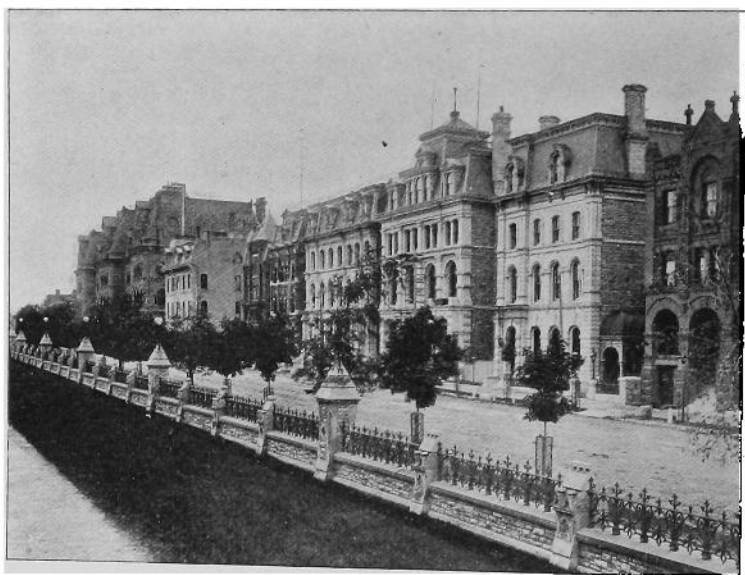
THIS noble river, known to the old *voyageurs* and early settlers as the "Grand River," is upwards of six hundred miles long, and has twenty tributaries of large size, besides numerous smaller ones. Beautiful, wonderful, lovely, are not extravagant or ridiculous adjectives when used to express the delight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

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

Coming from the Far North, from regions comparatively little known, even at the present day, there is a certain mystery about this "Grand" river which awakens our curiosity and engenders a spirit of romance, and, as we ascend its current, the beautiful islands and the picturesque scenery of its banks command our admiration.

The Ottawa was the highway of the early French explorers, missionaries and fur-traders in their journeys from Montreal to the great lakes Huron and Superior, and the Far West. It was traversed by the red man as well as the *coureur des bois*. It was ascended by Champlain in 1613—who was the first explorer—on his voyage to discover what he had been led to suppose was the North Sea. A person named Vigneau had accompanied him on several visits to the Indians, and spent a winter among them. He reported that the river of the Algonquins (Ottawa) issued from a lake connected with the North Sea, that he had visited the shores of the sea, and there witnessed the wreck of an English vessel. The crew—eighty in number—had reached the shore, where the inhabitants had killed and scalped them all, except a boy whom they offered to give up to him with other

trophies of their victory. Champlain had this declaration made in writing and signed before two notaries, at the same time warning Vigneau that, if it were false, he would be liable to punishment by death. Vigneau adhered to his statements, and Champlain having learned that some English vessels had been wrecked on the coast of Labrador, no longer doubted, and prepared to depart for the north to explore that section of the country. During this voyage up the Ottawa with two canoes, he experienced much hardship and many difficulties; continually menaced by wandering bands of Indians, he



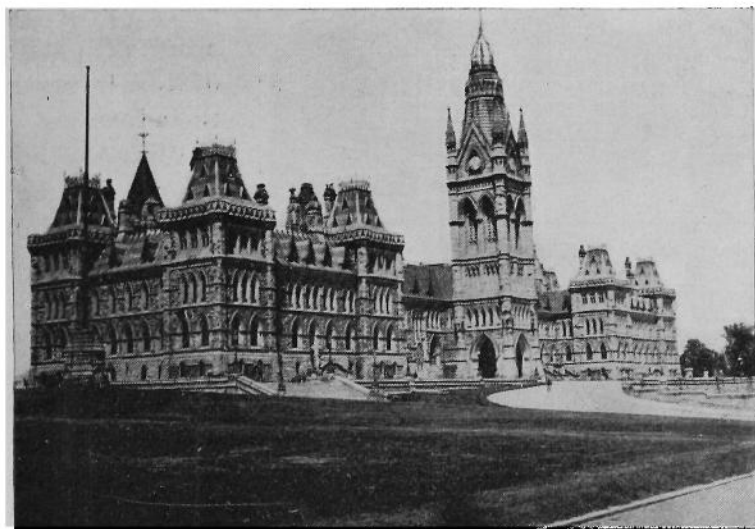
Wellington Street Block, Ottawa.

was at last forced to abandon his provisions and to trust entirely to hunting and fishing to provide him with the necessaries of life. Champlain finally reached the country of the Nipissing nation, on the shores of Lake Nipissing, and, finding that the Ottawa as a route to the North Sea was a mistake, he resolved to return to Quebec, which he reached after great hardships and privations, and he soon afterwards sailed for France. Champlain returned to Canada in 1615, and the same year, in company with his Huron and Algonquin allies, once more ascended the Ottawa and explored the country towards Lake Nipissing, and thence to Georgian Bay and Lake Huron.

OTTAWA



Ottawa, the capital city of British America, dates its origin from the commencement of the Rideau canal, under Lieut.-Col. By, Royal Engineers, in the year 1826. Following the troops that accompanied By to the scene of operations came first the cluster of laborers' shanties which formed around the canal's eastern terminus at



Main Parliament Building, Ottawa.

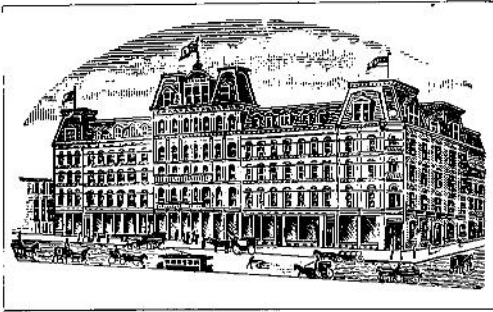
Entrance Bay, with the somewhat better dwellings in which the traders, who furnished the necessaries of life, were accommodated. Situated at the confluence of the Rideau and Gatineau with the Grand River (now called the Ottawa), each of them draining districts rich in agricultural and timber resources, and just at the point where it became necessary to rearrange the rafts brought down from the immense timber regions of the Upper Ottawa, on account of the impossibility of carrying them unbroken over the Chaudière Falls, the village grew rapidly to be a town of importance. In 1854 a popu-



The Windsor, Ottawa.

lation of 10,000 being attained, the town was transformed by Parliament into a city under the name it has since borne, the change taking place 1st of January, 1855.

In 1857, Her Majesty fixed upon it to be the permanent seat of government of United Canada, a decision ratified and confirmed by Parliament. In 1856, the public buildings required for the accommodation of Parliament and the Civil Service were commenced, and were



The Russell, Ottawa.

completed in 1865, causing the removal to Ottawa of an army of public officials, with their families.

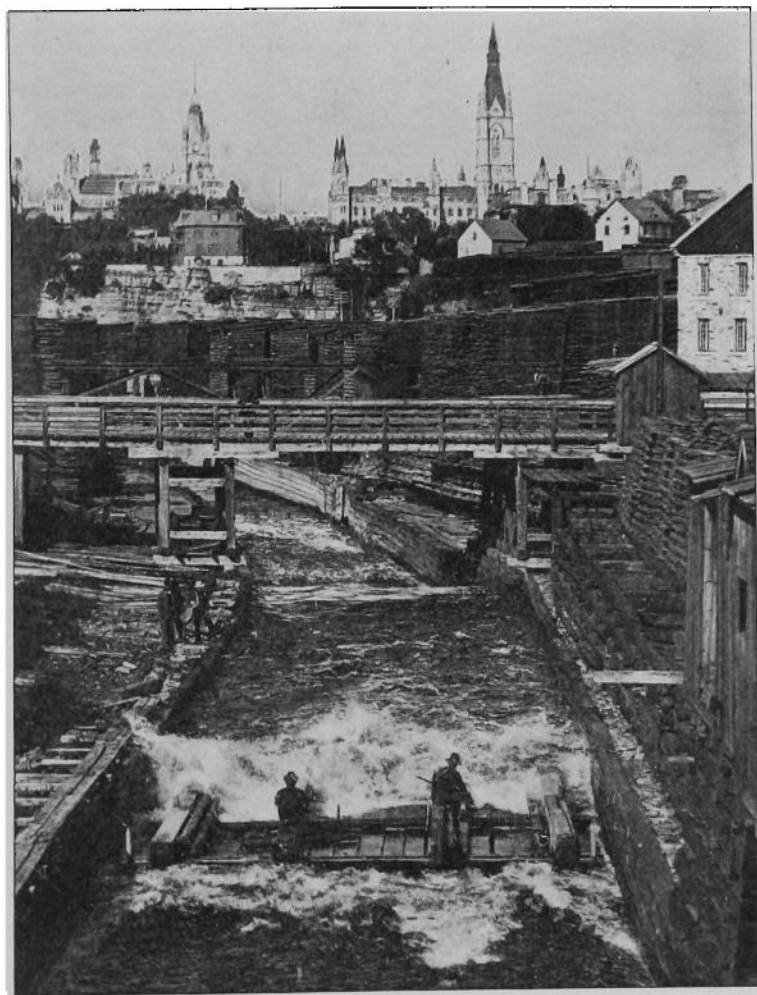
With the addition thereto of the population of Hull, which

is practically a suburb of the political metropolis, of 13,993, the population of Ottawa stands at the present moment at 73,921. No other city east of Winnipeg has shown such a marvellous rate of growth, and warrants the belief that, at the same rate of increase, it will not be long before Ottawa will take third place among the cities of the Dominion. She now ranks second in Ontario. In point of wealth and commercial expansion and importance, the development and increase go hand in hand.

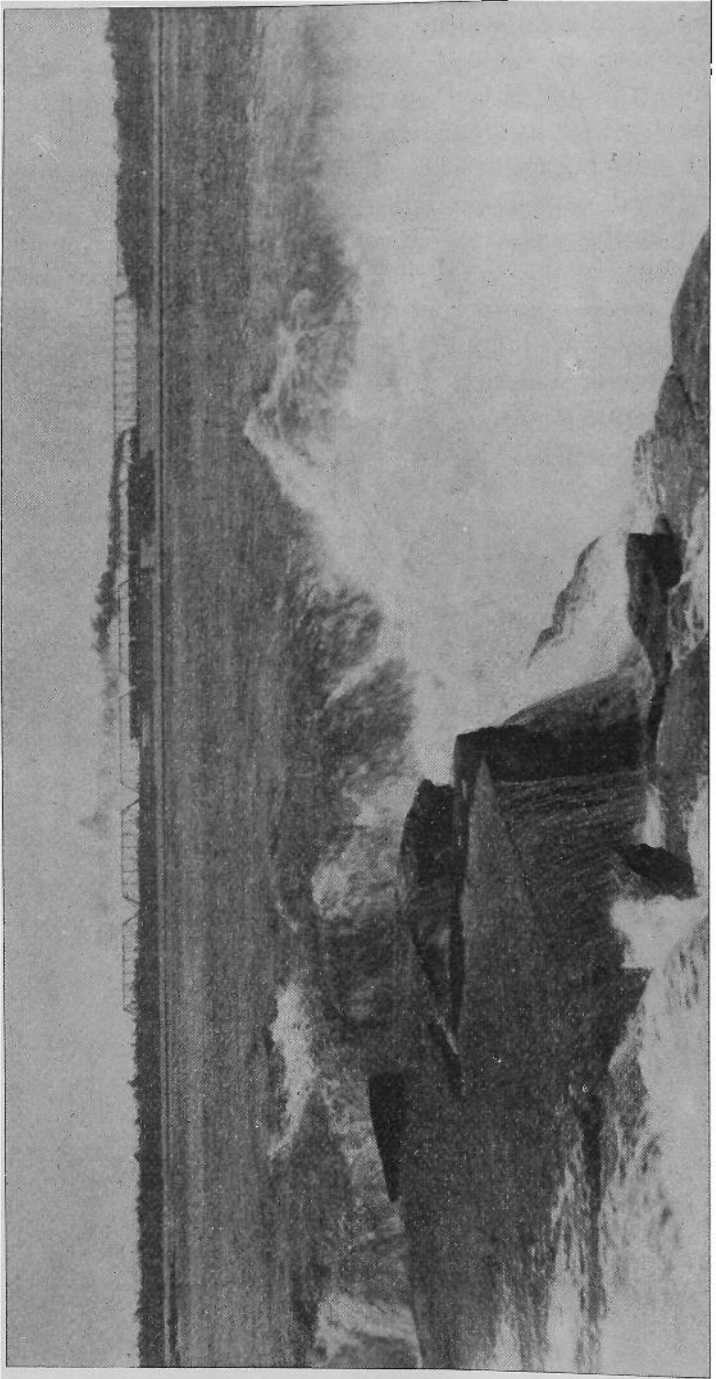
The front portions of the city of Ottawa stand on a succession of bluffs, and when viewed from the river are seen to great advantage. From the high cliffs, on which its noblest buildings have been erected, can be witnessed scenes of natural beauty, unsurpassed by any on the continent; rich in all the varied charms of mountain, river and forest, and enhanced by the surrounding triumphs of architectural skill. To the east, the river can be seen for many miles wending its way through field and forest towards the ocean. Close at hand are the timber slides by which the square timber from the Upper Ottawa passes down without damage into the navigable water below. To go down these slides on a crib of timber, as almost every visitor to the capital—from King Edward VII., the Princess Louise, Prince Leopold (Duke of Albany), the

Prince and Princess of Wales, and the Grand Duke Alexis of Russia, down to the humblest individual — has done, is as exhilarating as it is exciting.

Ottawa is divided by the Rideau canal running through it, and is laid out in wide, regular and uniform streets, which are planted with shade-trees and provided with drinking-fountains. Its geographical location, when compared with other cities, makes Ottawa one of the most easily accessible cities from all points of Canada, and with its seven railroads and many steamboat facilities, possess more and better forwarding capabilities than any of its inland sister cities. It also has excellent hotel accommodation, for the names of which see our advertising pages.



Timber Slide, at Ottawa.

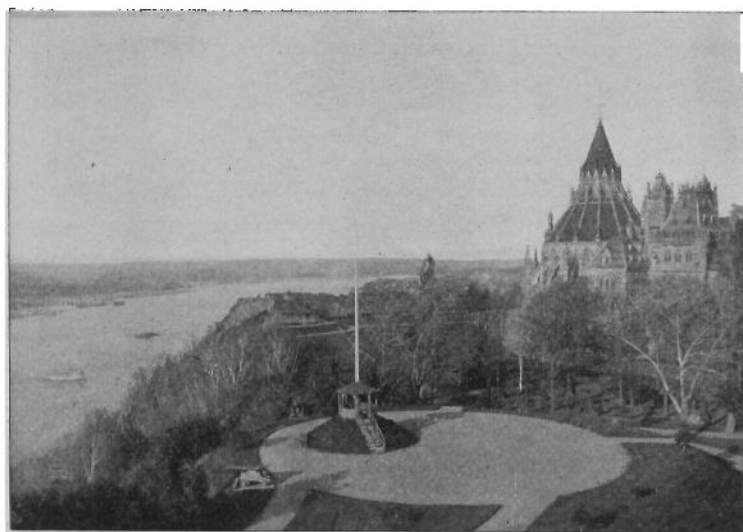


Chaudière Falls, Ottawa.

THE TRIP BY STEAMER



The trip by steamer, either "up the Ottawa," to the capital of the Dominion, or "down the river" to Montreal, is one of the most beautiful and charming trips in Canada. The steamers are modern steel vessels, very fleet, and well adapted for day tourist travel; commodious and comfortably furnished, and the meals



View from Observation Point, Ottawa.

are well prepared and nicely served; the officers of the Company are experienced and renowned for their politeness and attention to passengers.

Leaving the capital of the Dominion behind, the tourist will see on the north side the mouth of the Gatineau, a large and important lumbering stream which has been surveyed for three hundred miles from its junction. It is worthy of note that the Ottawa divides the provinces of Ontario and Quebec for seventy odd miles below the city; the right bank being Ontario, and the left bank Quebec. The steamer touches at Templeton, on the Quebec shore, thence proceeds to

Besserer's Wharf, in Ontario. Here, there is a very comfortable and commodious hotel, the "Jubilee House," which is a new summer resort within easy access of the city of Ottawa; the special attractions being cool shades

and breezes among the pine-trees on the river bank, excellent fishing and boating, and perfectly safe, agreeable, bathing on the fine beach.

Eighteen miles further, the Lièvre river, after a course of two hundred and eighty miles, falls into the Ottawa. Upon this river, four miles from the steamboat landing, is the village of Buckingham.

Cumberland is passed about 9.00 a.m.; the scenery here is beautiful, the village being picturesquely situated on the rising bank of the river, on the Ontario shore.

Rockland is a flourishing town, having two or three large sawmills and many fine residences; that of Wm. C.

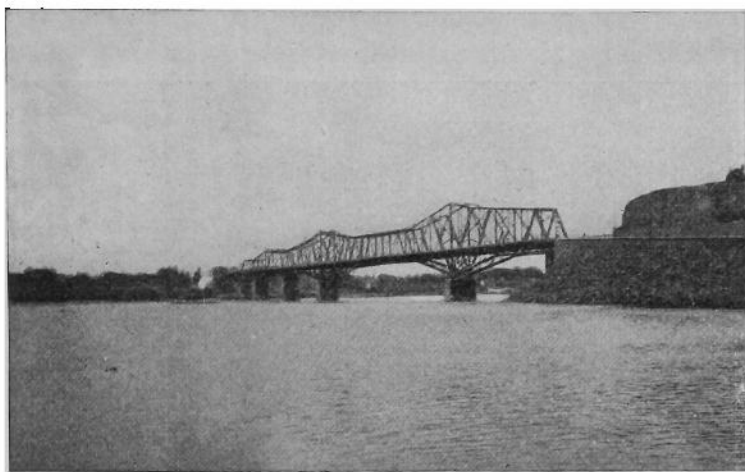


Rideau Falls, Ottawa.

Edwards, M. P. for the county of Russell in the Dominion parliament, and the principal proprietor in the Rockland Mills, being one of the most complete on the river.

Thurso, a village on the Quebec shore, is soon passed, and just below this point the steamer glides between very beautifully wooded islands.

Thurso Islands being so profusely wooded with very tall elm and basswood trees of luxuriant growth of branches, gives them, when the trees are in full leaf, at a slight distance, the extraordinary forms and outlines of animals or of such things as our imagination may portray. The Thurso islands are favorite resorts for picnics, camps and hunting parties.



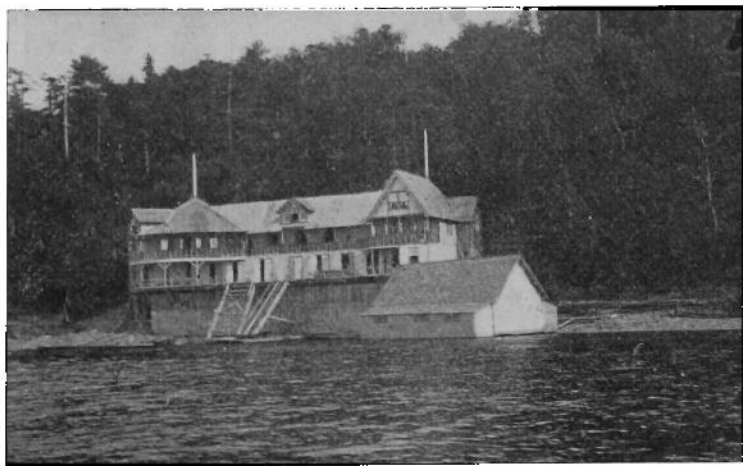
Alexandra Bridge, Ottawa.

The steamer stops at the small village of Wendover for a moment, and then speeds along to Treadwell, five miles below.

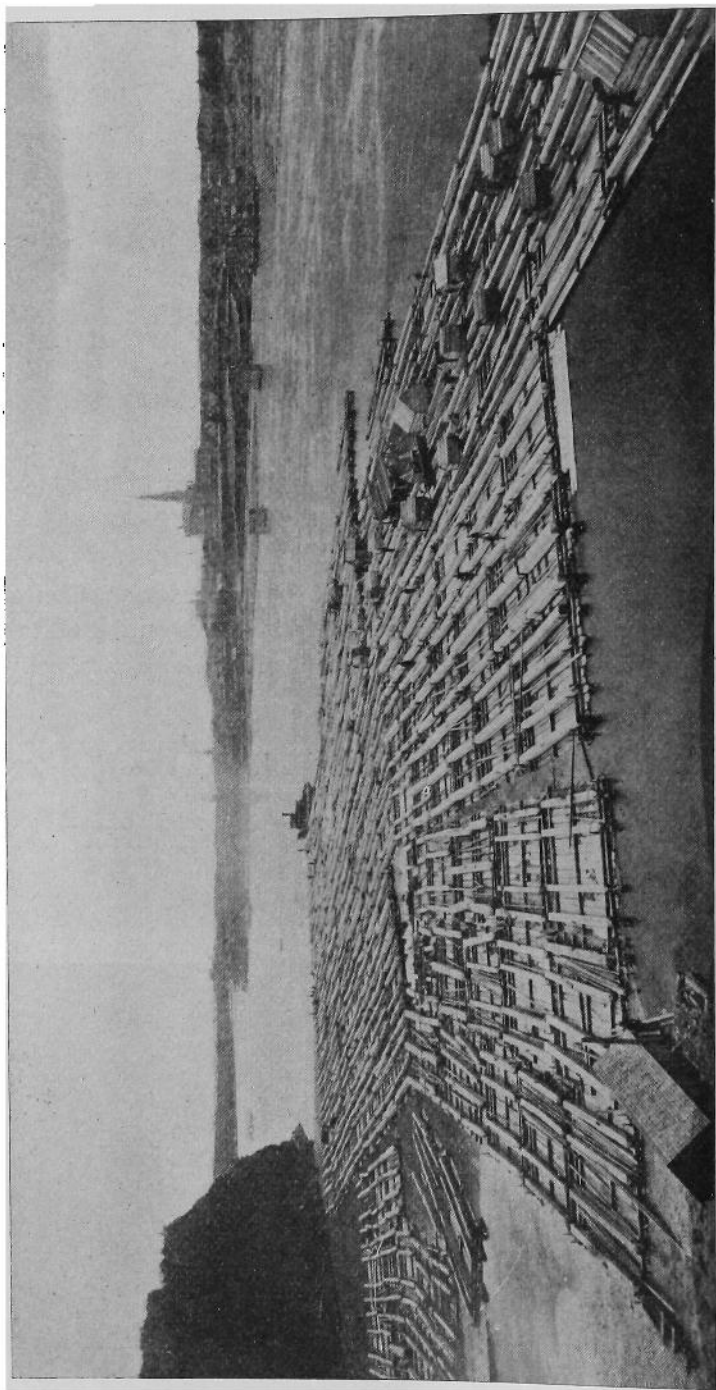
The North Nation river is the next large tributary on the Quebec side, and the South Nation on the Ontario or south shore. These two streams have each a course of nearly one hundred miles.

Papineauville, on the North Nation, is a thriving little town, with lumber and grist mills, and water power in abundance.

Montebello is five miles from Papineauville, where the seigneur of Petite-Nation, the late Hon. Louis-Joseph Papineau, the leader of the Rebellion of 1837, resided.



Canoe Club House, near Ottawa.



A Square Timber Raft, at Ottawa — "Ready for Quebec."

His name fills many pages of Canadian history. After his pardon and return from banishment, he mingled very little in politics, but lived to see many of the dreams of his turbulent youth and manhood realized by other hands. The Château Montebello is one of the very few old French seigniorial establishments existing at the present time — and that only in the province of Quebec. The chateau is charmingly situated on the bold bank of the river, among grand old pine and hemlock trees, monarchs of the primeval forest which, no doubt, could they speak, would tell a tale of baronial splendor and of the magni-



Château Montebello.

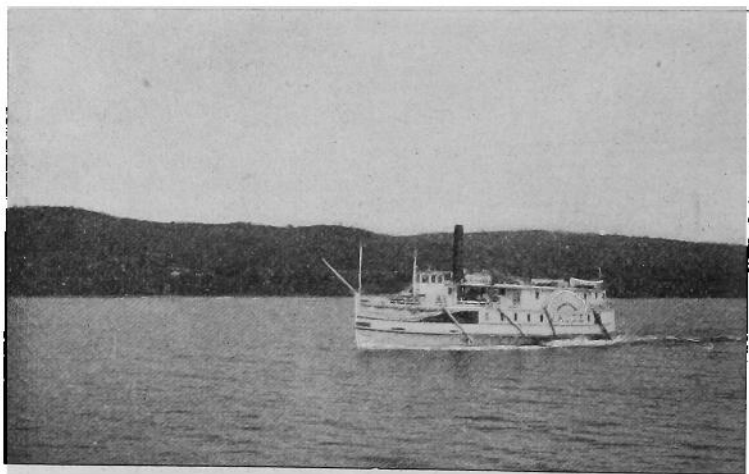
ficent entertainments which have taken place within the walls of the old chateau, in days gone by. The scenery in this vicinity can hardly be surpassed in any portion of the country, blending the boldness of hills with the placid beauty of quiet waters and well-tilled plains.

Eighteen miles from Papineauville, the boat stops at L'Original, the county town of the united counties of Prescott and Russell. Here, travellers for

Caledonia Springs disembark. The springs have a great efficacy in rheumatic and gouty diseases. There is a good hotel there. The springs are four in number — saline, sulphur, gas and intermittent.

It was about 1840 or 1841, that the first hotel of any importance was erected at the Springs. The first owner

of the hotel was Mr. William Parker, an American of great energy and push, who succeeded in making the Caledonia Springs celebrated, not only for the curative properties of its waters, but also a fashionable resort for the *élite* of Montreal and the towns of northern New York State. Horse-racing which attracted noted sporting men both from the United States and Canada, was indulged in with much *éclat*. This was the age before there were railways to take the citizens of Montreal and other towns to the seaside summer resorts, and, as the Springs were within easy access by steamboat or by

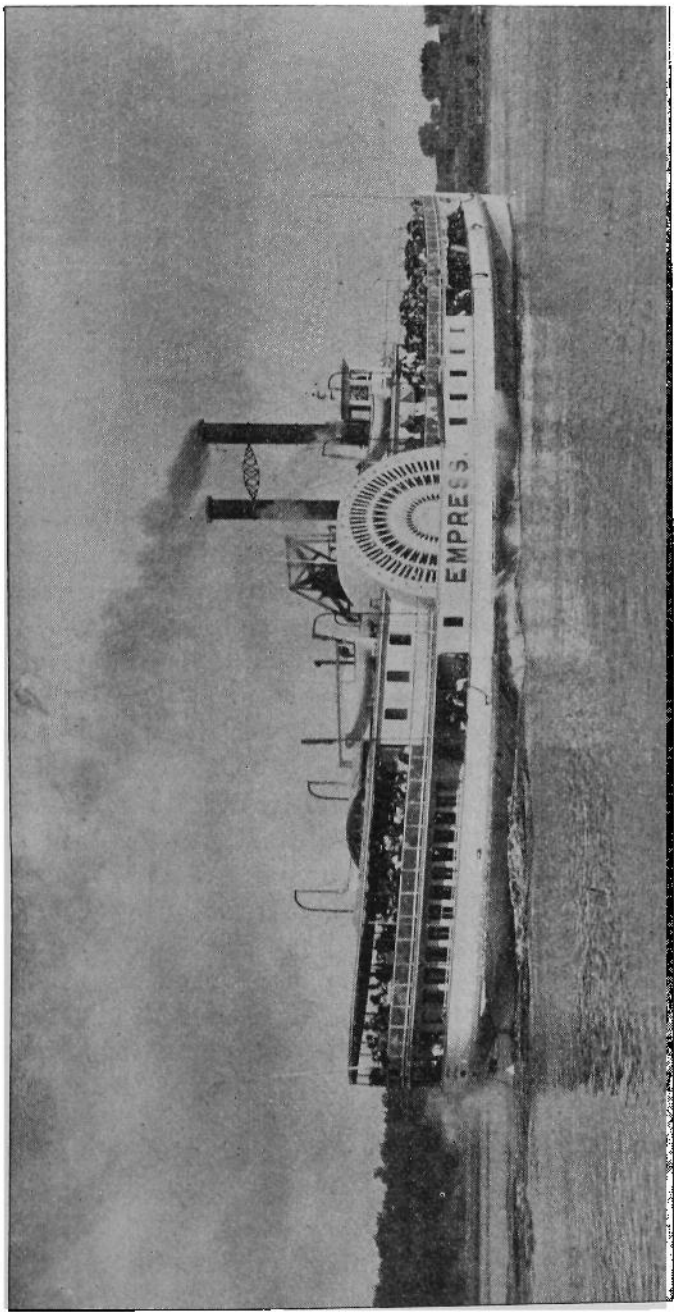


The Laurentian Hills below Montebello.

driving in carriages, it can readily be understood how the place became, at that time, a fashionable resort.

Mr. Parker established a printing house, and a weekly paper was issued at the Springs; and, as there was no lack of literary talent among the visitors, it became an interesting feature of the place. The original Canada House was destroyed by fire after it had been standing for twenty-five years, and a new hotel, also the Canada House, but built of stone, was erected about 1868, and was a very fine, substantial building. The present hotel, the "Grand," erected on the site of the old, is a fine building, capable of accommodating a large number of guests.

Grenville is a few miles lower down, on the north shore. The river here passes close to the Laurentian mountains, and, narrowed also by islands, flows swiftly down the Long Sault rapids, or "Chute-à-Blondeau,"



An Excursion Party leaving Ottawa.

in a foaming and impetuous current which stops all navigation except that of downward-bound lumber rafts.

The sportsman will find Grenville the most convenient point of departure for the wild and romantic lake country of the Laurentian hills. This tract resembles the Adirondack region of New York in its geological



A few of the Thurso Islands.

formation, as well as in its abundant lakes and streams. The whole country is dotted over with lakes, and, with short "portages" from stream to stream, the sportsman can go great distances in a canoe.

On the islands and south shore, is the town of Hawkesbury; and the mills built upon the islands are some of the largest upon the Ottawa river. The population of Hawkesbury is about 5,000.

The Grenville canal was built to overcome the rapids of the Long Sault. The old canal was designed and commenced by the Royal Engineers, for the Imperial Government, in 1829, but this canal was greatly enlarged by the Dominion Government a few years ago; the work, however, has never been completed sufficiently to allow the free passage of large river steamers with any degree of regularity; therefore passengers from the steamer "Empress" are transported to Carillon in twenty minutes by the

Carillon and Grenville Railway. This railroad operated exclusively in connection with the passenger steamers of the Ottawa River Navigation Company, is to-day, perhaps, the only broad-gauge road in the Dominion (*i. e.*, a gauge of five feet six inches), and is, therefore, unique and interesting.

Upon the Quebec side, opposite the half-way station on the Carillon and Grenville Railway, is the Thermo-

pylæ of Canada, where a deed of "derring-do" was performed than which no greater is recorded in history. In 1660, the colony was on the eve of destruction. The full force of the Iroquois tribes was in arms to sweep the French into the St. Lawrence. Adam Daulac, or Dollard des Ormeaux—a young man of good family who had come to the country three years before, at the age of twenty-two—and sixteen young Montrealers, resolved upon a deed which should teach the Indians a lesson. They bound themselves by an oath neither to give nor take quarter. They made their wills, and took the sacrament in the little church at Montreal. They then started up Lake St. Louis and the Ottawa to this point, where they built a palisaded fort. Some Indians had joined them, but, during the fight which ensued, only three or four Algonquins remained faithful. Soon the Iroquois canoes came dancing down the rapids. A war party of three hundred warriors had been up the river. They speedily discovered the fort, and rushed to attack it. Day after day, they met with a bloody repulse. Sullen with rage, they sent for reinforcements, until more than eight hundred warriors surrounded the palisades. Meanwhile, crouched behind trees and logs, they beset the fort, harassing its defenders day and night. Thus five days passed. Hunger, thirst and want of sleep, wrought fatally on the strength of the French and their allies who, put up together in their narrow prison, fought and

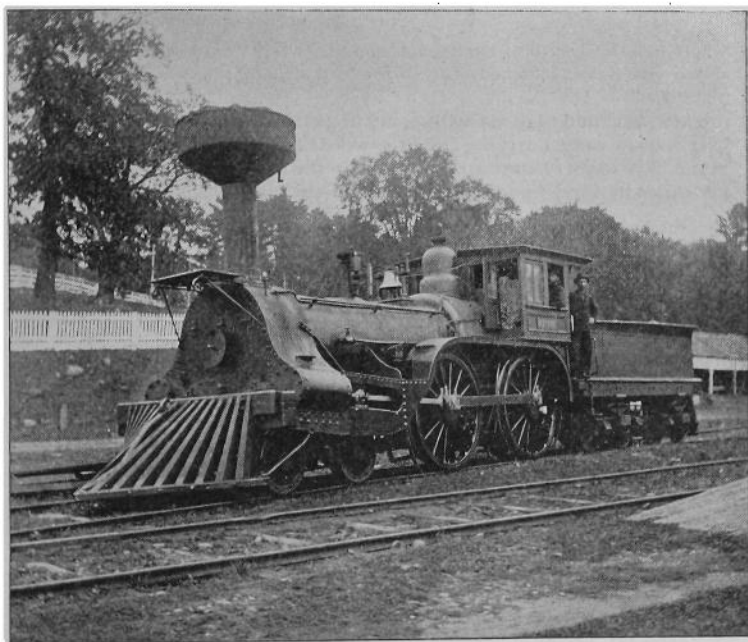


Carillon Landing.



The Ottawa River from the Parliament Buildings.

prayed by turns. Deprived as they were of water, they could not swallow the crushed corn or "hominy" which was their only food. Some of them, under cover of a brisk fire, ran down to the river, and filled such vessels as they had; but this pittance only tantalized their thirst. They dug a hole in the fort, and were rewarded at last by a little muddy water oozing through the clay. Three days more wore away in a series of futile attacks made with little concert or vigor, and, during all this time, Daulac and his men, reeling with exhaustion, fought and prayed as before, sure of a martyr's reward.



Carillon and Grenville Railway Locomotive.

At last, the Iroquois resolved to make a general attack, and, by force of numbers, carried the small fort by storm; but all the gallant Frenchmen died fighting, and thus escaped the horrible torture that would have been their fate, had they been captured alive. Daulac was remembered, by his countrymen in Canada, as their deliverer, and his name was revered as that of a hero and a martyr. The Iroquois were completely disheartened with their victory, and had no relish for another contest with the French. They reasoned that, if twenty Frenchmen without support or comfort, could perform such a prodigy of valor, what might they expect when

confronting hundreds, supplied with abundant stores of food, arms and ammunition. Thus they abandoned their descent on Montreal, and returned to their homes.

The story of the "Heroes of the Long Sault" has been admirably told by Mr. George Murray, B.A., F.R.S.C., in his celebrated poem, "How Canada was Saved."

Daulac, the captain of the fort, in manhood's fiery prime,
Has sworn by some immortal deed to make his name sublime;
And sixteen soldiers of the Cross, his comrades true and tried,
Have pledged their faith for life and death, all kneeling side by side.
And this their oath, on flood or field, to challenge face to face
The ruthless hordes of Iroquois—the scourges of their race—
No quarter to accept or grant, and, loyal to the grave,
To die, like martyrs, for the land they shed their blood to save.

Soft was the breath of balmy Spring in that fair month of May,
The wild flower bloomed—the Spring bird sang on many a budding spray—

When, loud and high, a thrilling cry dispelled the magic charm,
And scouts came hurrying from the woods to bid their comrades arm,
And bark canoes skimmed lightly down the torrent of the Sault,
Manned by three hundred dusky forms—the long-expected foe.

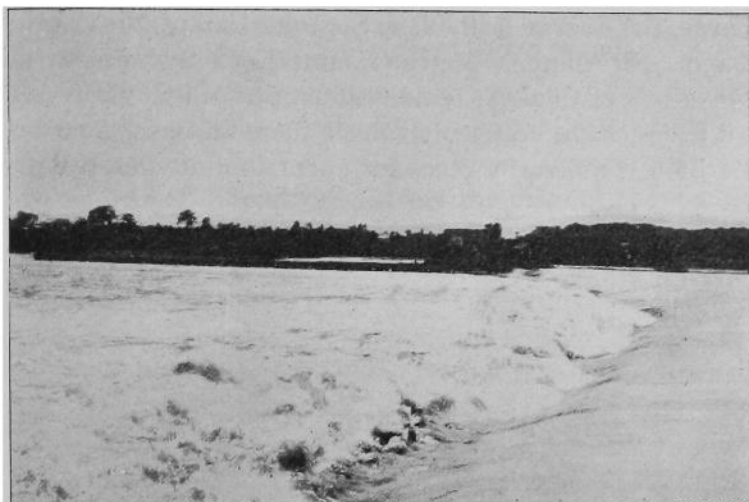
Eight days of varied horrors passed; what boots it now to tell
How the pale tenants of the fort heroically fell?
Hunger and thirst, and sleeplessness, Death's ghastly aids, at length
Marred and defaced their comely forms, and quelled their giant strength.

The end draws nigh—they yearn to die—one glorious rally more
For the sake of Ville-Marie, and all will soon be o'er:
Sure of the martyr's golden crown, they shrink not from the cross,
Life yielded for the land they love, they scorn to reckon loss.

The fort is fired, and through the flame, with slippery, splashing tread,
The Redmen stumble to the camp, o'er ramparts of the dead;
There, with set teeth and nostrils wide, Daulac, the dauntless, stood,
And dealt his foes remorseless blows, 'mid blinding smoke and blood,
'Till, hacked and hewn, he reeled to earth, with proud, unconquered glance,
Dead—but immortalized by death—Leonidas of France!
True to their oath, his comrade knights no quarter basely craved—
So died the peerless twenty-two—so *Canada was saved*.

Soon we approach Carillon, and from the train have a full view of the great Carillon dam. This dam, built across the river to increase the depth of water in the Carillon canal, is one of the greatest triumphs of engineering skill in the Dominion. It was constructed by the Dominion Government, at a total cost of \$1,350,000; it is two thousand four hundred feet long and twelve feet high, and was completed in 1881.

Carillon (chime of bells) has become a favorite resort in summer, for visitors both from Ottawa and Montreal. There are two hotels (the Sovereign and Kelly's), and the first-class boarding-house "Bellevue," which, under Madame Clifford's able management, is one of the best



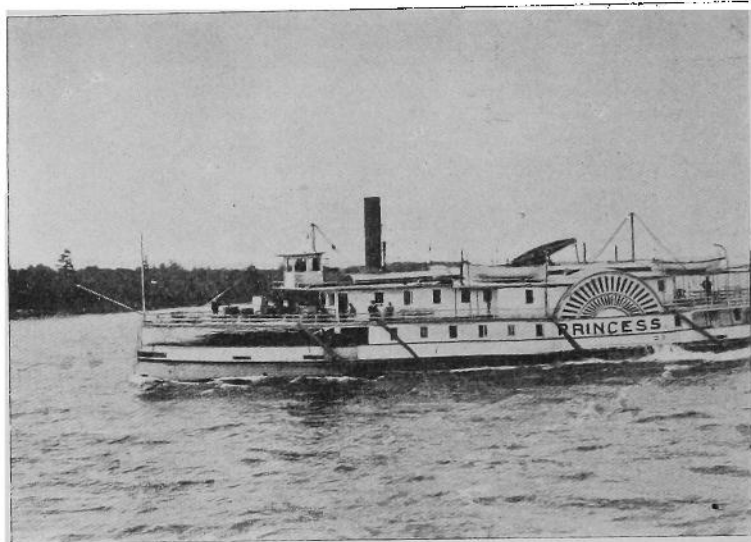
The Great Dam, Carillon.

summer boarding-houses on the river. The view of the river and rapids of Carillon, the magnificent stretch of country to the south, from Bellevue House, on the top of Carillon Hill, is grand in the extreme; and the park-like pine groves in rear of the house, and golf links, which are always accessible to the guests, make the situation of Bellevue delightfully agreeable. Bellevue has history; it was built by the late Commissary-General Chas. John Forbes, about 1827. The old residence in its day, has been the scene of many festivities, many people of distinction constantly coming there to stay—Sir John Col-



A Wayside Landing.

borne, the Earl of Dalhousie, Sir John Kempt, Sir Charles Bagot, Sir Charles Metcalfe, and Lord Sydenham, all governors of Canada, besides numerous military and civil grandees, have been entertained there in days gone by. Carillon is a favorite place for excursionists who, leaving



On the Way to Market.

the city of Montreal by steamer "Sovereign" for a day's outing — arriving about noon and leaving for the return trip about half-past one—spend the time in driving to the picturesque village of St. Andrews; a visit to the great dam; or strolling through the pine groves of Bellevue; and on the return they are quite ready for the excellent dinner which is served on board the steamer "Sovereign," immediately after the vessel starts from Carillon.

Soon after leaving Carillon, the steamer passes the mouth of one of the great tributaries of the Ottawa—the North river (*Rivière-du-Nord*). And now a beautiful scene meets our view as we approach the landing for Rigaud. The large, thickly-wooded island immediately in front of our course, is called Carillon Island (Jones'), and beyond it we see the first glimpse of the lake of Two Mountains, with mounts Brûlé and Calvaire in the distance, and Rigaud Mountain on our right hand. The whole is a panorama of scenic beauty which cannot be surpassed.

Rigaud Mountain stands out a bold and square mountain, surmounted by a cross, and belonging to the

same family of igneous mountains with those which start up from the prairie land round Montreal. Upon the summit of this mountain, is a very singular plateau, covered to a great depth with rounded boulder-stones, each about the size of a man's head. These stones consist mainly of different rock from the mass of the mountain, and they lie in long ridges as if turned up with a plough. The natives here styled this place very appropriately the "Devil's Garden." The Geological Report of 1863 classified it under the heading of "moraines."

At the foot of the mountain, is the pretty town of Rigaud, on the Rivière-à-la-Graisse, thriving and clean and bright, with its tin roofs. There is a large French college here. The town is one mile from the steamboat landing.

Steaming down the lake, the boat passes St. Placide, and makes a short stop at Pointe-aux-Anglais (Englishmen's Point). History fails to tell us who these Englishmen were, and, seemingly, none of their descendants can be found at this sequestered spot at the present time. We cross the lake to the south shore, passing the fine summer residences of many Montrealers on Hudson Heights, and soon arrive at

Hudson, which is a picturesque spot, and much frequented as a summer resort.



The Devil's Garden — Rigaud Mountain

Hudson Heights, a popular summer resort, is one mile west of Hudson Wharf. The view of the lake of Two Mountains from the Heights, is exceptionally grand.

Just below Hudson, the lake narrows to a half mile in width and is of great depth ; as soon as the steamer rounds the long wooded point on our right, we come in sight of

Como. This is a beautiful and charming summer resort, perhaps the most picturesque of all the many delightful spots on the lake of Two Mountains, where



One of the "Royal Oaks," Como.

there are several fine substantial summer residences. Como is renowned for its grand shade-trees of oak and elm which completely overshadow the highroad. There is a first-class boarding-house here, "Willow Place" (Madame Brasseur's), which is celebrated for its excellent table and comfortable accommodation, and is patronized by Americans as well as Canadians.

H. R. H. the Duke of Connaught, while on a duck-hunting expedition, late in the fall of 1869, when an officer of the Rifle Brigade, stayed at Riversmead, Como, the guest of the late R. W. Shepherd (president of the Ottawa River Navigation Company); and it was then that His Royal Highness enjoyed his first sleigh drive



A Bit of Como Road.

in Canada, going from Como to Vaudreuil, on the Grand Trunk line, seven miles distant.

There are some fine apple orchards at Como, where the choicest Canadian apples are cultivated for the English market.

Oka. Leaving Como, the steamer crosses the lake to Oka, the mission of the "Lac des Deux-Montagnes." This is an Indian village of the Iroquois and Algonquin tribes. The mission was established in 1721, the Indians



The Oka Church and Seminary.

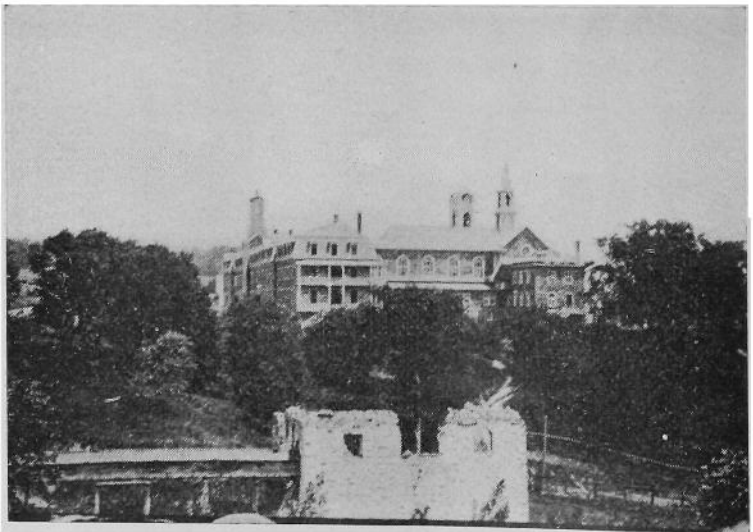


On the Banks of the Lake of Two Mountains.

having been transferred from Sault-au-Récollet, north of the city of Montreal, where they had been previously stationed.

The mountain behind the village, is called "Calvaire." Four chapels are built at intervals on the road to the top of the mountain, and on its summit three other chapels (the stations of the Cross) were built by Rev. Father François Picquet who came from

France to Canada in 1733, and was in charge of the mission of the lake of Two Mountains. The chapels were built about 1740; and in each of the seven, there is an extraordinary carving of wood, representing the mysteries of the Passion of our Lord. It is recorded that these wonderful carvings were made by a Canadian



Monastery La Trappe (ruin of Old Seigneurial Mill in foreground).

who, in the words of a well-known priest, "had more good-will than capacity" — but it is uncertain when the carvings were placed in the chapels, probably about the middle of the last century.

Old oil paintings which were first placed in the largest chapel on the summit of Calvaire, by Father Picquet, works of art and copies of the great European masters, were removed, many years ago, to the church at Oka, to save them from destruction; where they may be seen to-day.

Every year, on the 14th of September, a pilgrimage takes place to the summit of Calvaire. The "Fête du Calvaire" pilgrimage is religiously attended by all French Canadians within a radius of thirty miles from Oka. Many steamers are employed in carrying the pilgrims to this fête, and the wonderful order and decorum observed by the thousands of visitors on that day, is really a matter of astonishment to those who have seen large crowds assembled in other places.



First Glimpse of the Trappists' Monastery.

Les Trappistes. The smaller elevation to the east of Mont Calvaire, is the site of the first Trappist monastery — this building is now used as an agricultural college — but in the valley beyond the hill, hidden from view, is the new monastery of La Trappe, which was built in 1892. This is a fine substantial stone building, and has ample accommodation for a large number of visitors. The Trappists are agriculturists, and a visit to their large farm, orchards and vineyards is the most convincing proof that they are successful and scientific farmers.

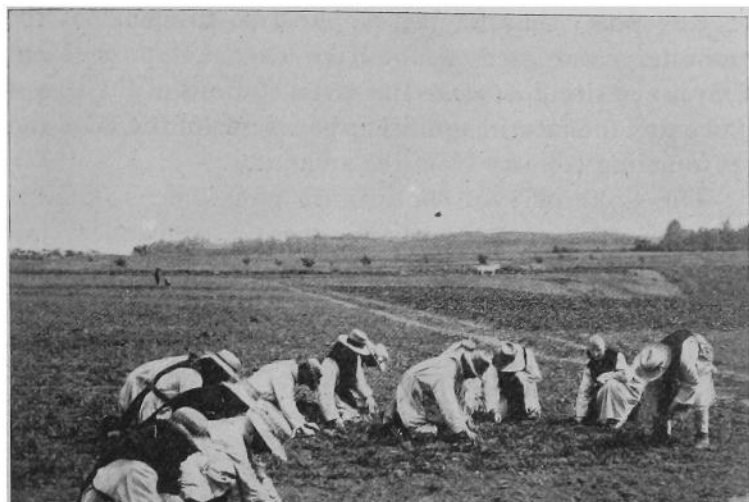
The fine thoroughbred stock of cattle, horses, sheep and swine of many breeds delight the eye of the stock-raiser. The Trappists' cheese, Port-du-Salut, has a world-wide reputation, and sells as high as imported Swiss cheese; and as fabricators of wine and cider they keep up their old-world reputation.

The rules of the order of La Trappe monks are very strict, and only male visitors are admitted into the monastery — ladies are politely stopped at the threshold; no conversation between the members of the order is permitted, except by special permission of the abbot, and then as few words as possible must be used. The



The Chapels on top of Mount Calvaire, Oka.

monks are compelled to rise at 2 a.m. for prayer and meditation. One meal a day only, as a general rule, is permitted, and there is entire abstinence from meat, fish, eggs or butter, a spare quantity of bread, vegetables and milk only being allowed. It is most interesting to watch the monks in the field, performing their silent labor, in the garb of their order, and the sombre brown costume of the novice brother forming a striking contrast to the bright dress of the brother in full orders. How strange all this active life going on without a sound being uttered; to see them fall suddenly on their knees while the father, whose duty it is, performs the "office." Everything is done by rule, and whatever the occupation



Trappists Weeding Onions.

it must be suspended when the bell sounds for the religious exercises.

A day or two may be spent most pleasantly at the monastery, where the comforts of man are well attended to by the polite and gentlemanly monks of La Trappe.

Stages are always in readiness at the steamboat wharf at Oka, to meet the steamer every day to convey visitors to the monastery for a trifling fare. Parties may leave Montreal in the morning, reach Oka at 10.30 o'clock and return same day by the same steamer, "Sovereign,"



Trappists Going to Work after Mid-Day Rest.

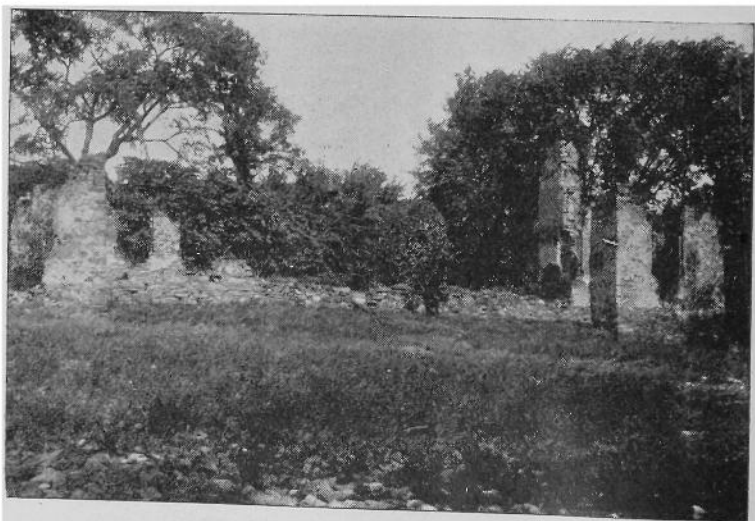
at 3.25 p.m., thus having ample time to spend at the monastery and as well to drive to the top of Mont Calvaire, visiting *en route* the seven stations of the Cross, and enjoy the most magnificent panorama of the lake and surrounding country from the summit.

The Lake of Two Mountains now widens out, below Oka, to its greatest width, about fifteen miles, and far on the right we see the tinned spire of the parish church of Vaudreuil gleaming in the level rays of the declining sun. On the left extend the two northern branches of the *embouchure* of the river, which, after passing in the rear of the island of Montreal and enclosing the Ile Jésus, unite with the St. Lawrence below.

Immediately ahead, is seen the point of the island of Montreal (Bout-de-l'Isle). This is, perhaps, the most interesting and historical portion of the river.

Boisbriant, the residence of the late Sir J. J. C. Abbott, recently purchased by Mr. E. S. Clouston, general manager Bank of Montreal, stands out prominently, and around the end of the island, towards the east, the palatial summer residences of Mr. R. B. Angus, Hon. L. J. Forget, and other prominent citizens of the metropolis of Canada, are visible through the trees.

When the whole Bout-de-l'Isle was thick forest, the domain of Boisbriant—a fief noble—was granted by the King of France, in 1672, to Sidrac du Gué, sieur de Boisbriant, and the first house was erected in that year.



Fort Senneville, near Boisbriant.

Du Gué sold this fief, in 1679, to Charles Le Moyne de Longueuil and Jacques Le Ber, merchant princes and fur traders. The tower on the top of the hill is the ruin of an old windmill erected by Le Ber in 1688. This mill



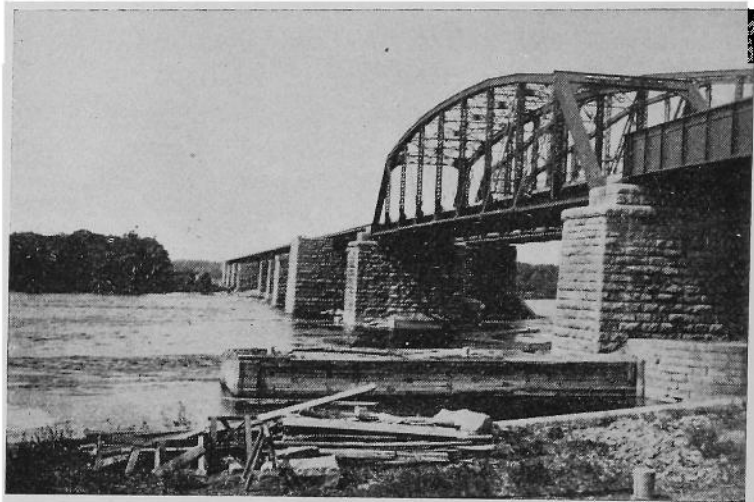
Lock at St. Anne de Bellevue.

was loopholed for musketry, as a protection against the Indians. The Iroquois succeeded in burning this mill in 1691, after a very gallant defence made by Le Ber and his people.

Fort Senneville, the ruins of which are situated on the shore of the lake, immediately below the fortified windmill, may easily be discerned from the deck of the steamer. This fort was built by Le Ber's son, it is supposed, about 1693. The fort consisted of a manor house, courtyard, and four towers or bastions, which commanded all approaches either from the land or the water.

A large trade was carried on here with the Indians, and several hostile attacks were made on the fort at different times by the Iroquois and Mohawks. But the fort was finally burnt by a detachment of American troops, during the American War of Independence, in the summer of 1776, under General Arnold, on their march to Montreal. The ruins of the old fort have, for some years, been carefully preserved, and being now covered with vines and creepers, form an interesting feature in the landscape. Truly, if we do overcome

Nature, she has her revenge, for when the ugliness of our handiwork falls into ruin, she works them up into picturesqueness, and, festooning them with verdure, smothers their hard and ungraceful outlines. Tourists should not omit to visit this old relic, which recalls the



The Grand Trunk Railway Bridge, St. Anne.

heroic times of our country's history. We pass quite close to Girdwood's Island, recently purchased by Mr. James Allan, of Montreal, and shortly afterwards we arrive at St. Anne-de-Bellevue. The steamer goes through a lock there, thence under the two iron bridges of the Grand Trunk and the Canadian Pacific lines between Montreal and Toronto. These fine bridges are of the cantilever style of construction; and it is remarkable that these two samples of great engineering skill should be placed within fifty-five feet of each other.

St. Anne-de-Bellevue is a thriving village, and was formerly the point of landing of the old French *voyageurs*, who, in canoes, traversed the waters of the Upper Ottawa to secure in northern forests the furs which were at one time the staple product of Canada.

On the site of the large stone school near the locks, was the first stone church of St. Anne's, and also the last church on the route in which the old *voyageurs* stopped to pray to their tutelary "Sainte Anne," putting themselves under her protection when they set out on their perilous voyages to the great North-West. The voyage was really only supposed to have begun in

earnest when St. Anne was left behind. This little old church was built in 1703. It was at St. Anne that Tom Moore, while passing down the Ottawa in canoes, saw something of the fur-trading life, and was inspired to write his musical "Canadian Boat Song," which has made the locality famous.

Leaving St. Anne, the steamer crosses over to the south shore, and skirts along for some distance the northern shore of Ile Perrot. This island takes its name from Monsieur Perrot, a great fur trader who established a trading-post on the island in 1670.

The steamer passes quite near to Sherringham Park, a delightful picnic ground on Ile Perrot, and the resort of pleasure-seekers (brought there by steamer specially chartered for the occasion) who find here all the necessary conveniences, combined with fresh air, fine shade trees, excellent boating and fishing, for a day's outing. Some fine summer residences of Montrealers are seen very distinctly, on the island of Montreal, from the deck of the steamer, as we pass. Bay View, Beaurepaire, Beaconsfield and the village of Pointe-Claire, with the quaint old-fashioned windmill and handsome church, stand out prominently. The first church at Pointe-Claire (built on the site of the present substantial edifice) was erected in 1713.

The stone windmill on Pointe-du-Moulin was erected in 1700 — thirteen years before the first church — and it,



Entrance to Canal, St. Anne de Bellevue Showing the Two Railway Bridges.

too, was intended, like that at Bout-de-l'Isle, for protection against the Indians, being loopholed for musketry.

We pass the summer resorts of Lakeside, Valois, and, on the point below Valois, the splendid club-house of the



Tom Moore's House — St. Anne.

Forest and Stream Club can be distinctly seen from the steamer as she glides swiftly along.

We are now well into the lake of St. Louis, which is the confluence of the Ottawa and St. Lawrence rivers. The waters of these two rivers do not seem to mix at all, but run side by side the whole length of the lake, showing clearly and distinctly their respective colors until they are rudely tossed about in the great rapids below Lachine. Just above Lachine we pass the beautifully-wooded island of Dorval, formerly the residence of Sir George Simpson, governor of the Honorable Hudson's Bay Company. It was at his fine residence, on Dorval Island, that Sir George entertained H. R. H. the Prince of Wales on his memorable trip to Canada in 1860.

Lachine is famous for its historical incidents. The origin of the name *La-Chine* is said to have been given derisively to the place in consequence of the failure of de La Salle's search for the route to China and Japan, in the year 1669.

The great massacre of Lachine occurred on the 5th of August, 1689, when fifteen hundred Iroquois traversed Lake St. Louis, and silently landed at Lachine that dark, stormy night, massacring over two hundred men, women

and children with great barbarity, and carrying off over one hundred and twenty prisoners, who, it is said, were cruelly burnt and sacrificed to satisfy the vengeance of the redman.

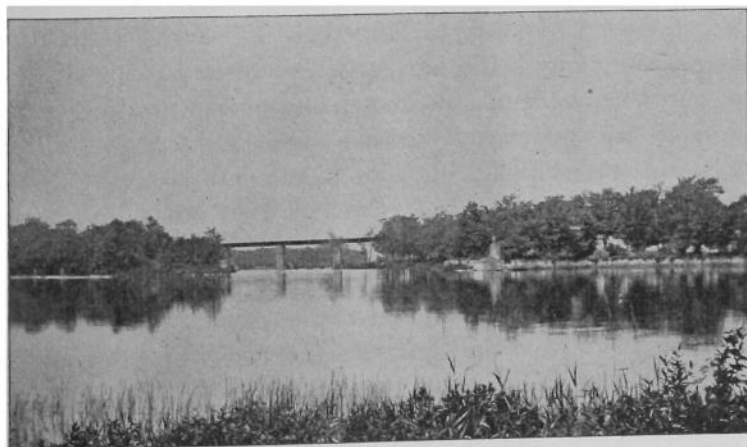
It was at Lachine that the British General Amherst landed, September 6th, 1760, with ten thousand troops, after having "shot" all the rapids of the St. Lawrence; and marched on to Montreal the same day, camping before the city, which capitulated on the following day.

Lachine is now almost a suburb of the city of Montreal, and is quite a manufacturing centre. There is direct communication by rail with the city every hour, and electric trolley cars run every half hour during the day and night.

At Lachine the passenger-list is always increased by a number of persons who have come out from Montreal to take a trip down the Rapids, which lie between Lachine and the city; and the running of these rapids forms a thrilling termination to the very charming trip.

A short distance from Lachine, the steamer passes under the great cantilever bridge of the Canadian Pacific Railway, lately completed, and which forms a new feature of engineering skill. The

Lachine Rapids are the most perilous in the whole devious channel of the St. Lawrence, for the dangerous rocks which lie just below the surface would deceive any but a skilful navigator. The swarthy pilot who takes the wheel at this point pays little attention to anything but the duty in hand, which certainly demands all his

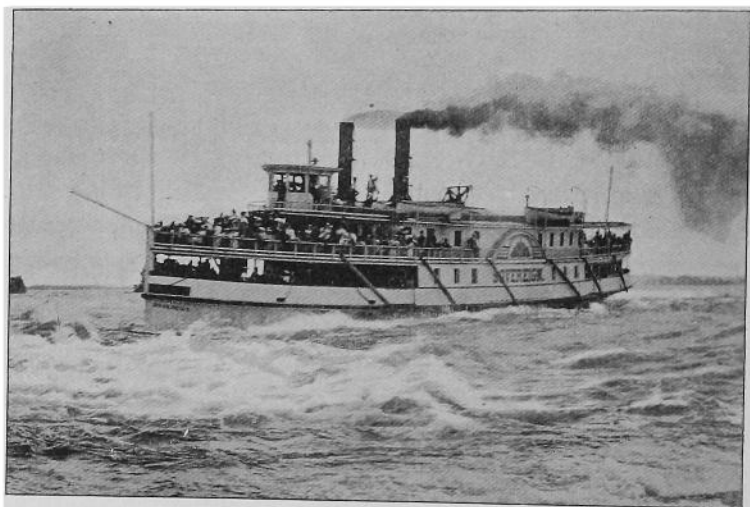


Among the Islands -- St. Anne de Bellevue.

energies. Casting alternate glances at him and the rushing waters ahead of us, we involuntarily breathe words of the hymn—

“Steady, O Pilot, stand firm at the wheel.”

Right in our path lies a ragged rock which threatens us with instant destruction; but a turn of the wheel at just the right moment sends our good craft a little to the left of it, and the apparent danger is past. With bated breath, we watch for the next peril that looms ahead of us, to find it, like its predecessor, vanquished by the strong arm and steady nerve of the man to whom every inch of the channel is as familiar as a beaten path.



Entering the Lachine Rapids.

Montreal. Entering once more into quiet waters, we steam on our way to Montreal. The first sight that meets our view is the new great Victoria Jubilee Bridge of the Grand Trunk Railway, one of the greatest wonders of the age among modern cantilever bridges, and is available for vehicles and foot passengers as well as railway trains. The bridge is nearly two miles long, and rests on twenty-four piers. It was completed in the summer of 1899. After passing under the bridge, through the centre span, the city of Montreal comes into sight. A view of the commercial metropolis is presented which is unequalled from any other point, not excepting the magnificent scene from the summit of the Mountain Park.

Ottawa River Navigation Company.

OTTAWA TO MONTREAL TIME-TABLE.

Miles.	OTTAWA	Leave about		
8	East Templeton (flag)	Leave about	7.30 a. m.	STEAMER.
11	Besserers	"	8.00	
20	Cumberland	"	8 15 Breakfast.	
21	Buckingham, Prince's Wharf	"	8.45	
25	Rockland	"	8.55	
29	Thurso	"	9.15	
35	Wendover	"	9.40	
40	Treadwell	"	10.10	
41	Papineauville (Chabot's)	"	10.40	
46	Montebello	"	10.50	
49	Lefavre	"	11.20	
59	L'Original (for Caledonia Springs)	"	11.30	
64	Grenville	Arrive	12.25 noon.	
64	Grenville	Leave	12.50 p. m.	C. & G. R. R.
77	Carillon	Arrive	1.05	
77	*Carillon	Leave	1.35 Dinner.	STEAMER.
82	Rigaud	"	2.20	
88	Pointe-aux-Anglais (flag)	"	2.50	
92	Hudson	"	3.05	
93	Como	"	3.15	
94	Oka	"	3.25	
103	St. Anne's	"	4.05	
121	Lachine	Arrive	5.20	
121	Lachine	Leave	5.30	
130	MONTREAL via Rapids	Arrive	6.30	

* Steamer will leave Carillon immediately after train arrives from Grenville. Excursionists should be on board steamer by 1.30 p.m.

MONTREAL TO OTTAWA TIME-TABLE.

Miles.	MONTREAL	Leave		
	Lachine	Arrive	8.00 a. m.	G. T. R.
	Lachine, steamer leaves	about	8.20	
9	St. Anne's	"	8.22 Breakfast.	STEAMER.
27	Oka	"	9.40	
36	Como	"	10.30	
37	Hudson	"	10.40	
38	Pointe-aux-Anglais (flag)	"	10.50	
42	Rigaud	"	11.10	
48	Carillon	Arrive	11.45	
53	Carillon	Arrive	12.20 noon.	C. & G. R. R.
53	Carillon	Leave	12.25 p. m.	
65	Grenville	Arrive	12.55	STEAMER.
65	Grenville	Leave	1.05 Dinner.	
71	L'Original (for Caledonia Springs)*	"	1.30	
84	Montebello	"	2.45	
89	Papineauville	"	3.00	
90	Treadwell	"	3.15	
95	Wendover	"	3.35	
101	Thurso	"	4.00	
105	Rockland	"	4.30	
109	Buckingham, Prince's Wharf	"	4.55	
110	Cumberland	"	5.00	
119	Besserers	"	5.45	
122	East Templeton	"	5.55	
130	OTTAWA	Arrive	6.35	

* Passengers for Caledonia Springs may dine on steamer after leaving Grenville.

COMFORTABLE MEALS SERVED ON BOARD STEAMERS.
BAGGAGE CHECKED.

CONNECTIONS WITH

GRAND TRUNK RAILWAY at Lachine, for trips "Up the River," or at Lachine or St. Anne's for "Down the Rapids." All passengers from Montreal taking Grand Trunk train for Lachine to connect with steamer for Ottawa and intermediate ports.

RIDEAU LAKES NAVIGATION COMPANY at Ottawa, for Rideau River and Lakes to Kingston.

CANADIAN PACIFIC RAILWAY, connecting with this line at St. Anne's, Hudson and Ottawa, for Montreal via Rapids, or at Ottawa for points west of Ottawa.

RICHELIEU & ONTARIO NAVIGATION COMPANY's steamer at Montreal, for Quebec and Intercolonial Railway — steamers of this line going alongside to transfer passengers when practicable

CANADA ATLANTIC RAILWAY at Ottawa, for Parry Sound.

GREAT NORTHERN RAILWAY at Grenville.

Montreal to Ottawa

“Up the Ottawa.”

The steamer “Sovereign” leaves Lachine wharf for Ottawa and intermediate ports daily (Sundays excepted), on arrival of train leaving Montreal at 8.00 a.m. from the Grand Trunk Depot.

This is the only direct River Route to Ottawa.

Passengers arrive at Ottawa at 6.30 p.m.

The Most Beautiful Ten Hour's Sail on the Continent.

First-class fare to Ottawa	\$2.50
Return	4 00
Round trip (boat and return rail, or <i>vice versa</i>)	5.00
Second-class fare	1.75

Excellent meals served on board steamer (50 cts).

Baggage checked.

Tickets may be procured in Montreal at the following offices :

WINDSOR HOTEL,

GRAND TRUNK STATIONS,
(Bonaventure and St. Henri.)

Four Offices
St. James Street : { 128
 { 139
 { 143
 { 178

HEAD OFFICE O. R. N. Co.,
161 to 165 Common St.,
Canal Basin.

H. W. SHEPHERD,
President.

R. W. SHEPHERD,
Managing Director.

Ottawa to Montreal.

The splendid new iron steamer “Empress” leaves Queen's Wharf, foot of Sussex street, Ottawa, daily (except Sunday) at 7.30 a.m.

Electric Car Service from all the hotels in Ottawa, direct to Queen's Wharf.

The trip between **Ottawa**, the political capital, and **Montreal**, the commercial capital of Canada, by the river, is one of **the most charming Excursions in America**, combined with every comfort modern luxury commands. The steamers pass magnificent scenery the whole way.

SHOOTING LACHINE RAPIDS,

and arriving at Montreal at 6.30 p.m.

Going alongside R. & Ont. Nav. Co. steamer for Quebec at Montreal to transfer passengers and baggage, when possible.

First-class fare to Montreal	\$2.50
Return “ “	4.00
Second-class fare “	1.75
Round-trip tickets (boat and return rail, or <i>vice versa</i>)	5.00

Excellent meals (50 cts.) served on board steamer.

TICKET OFFICES, OTTAWA :

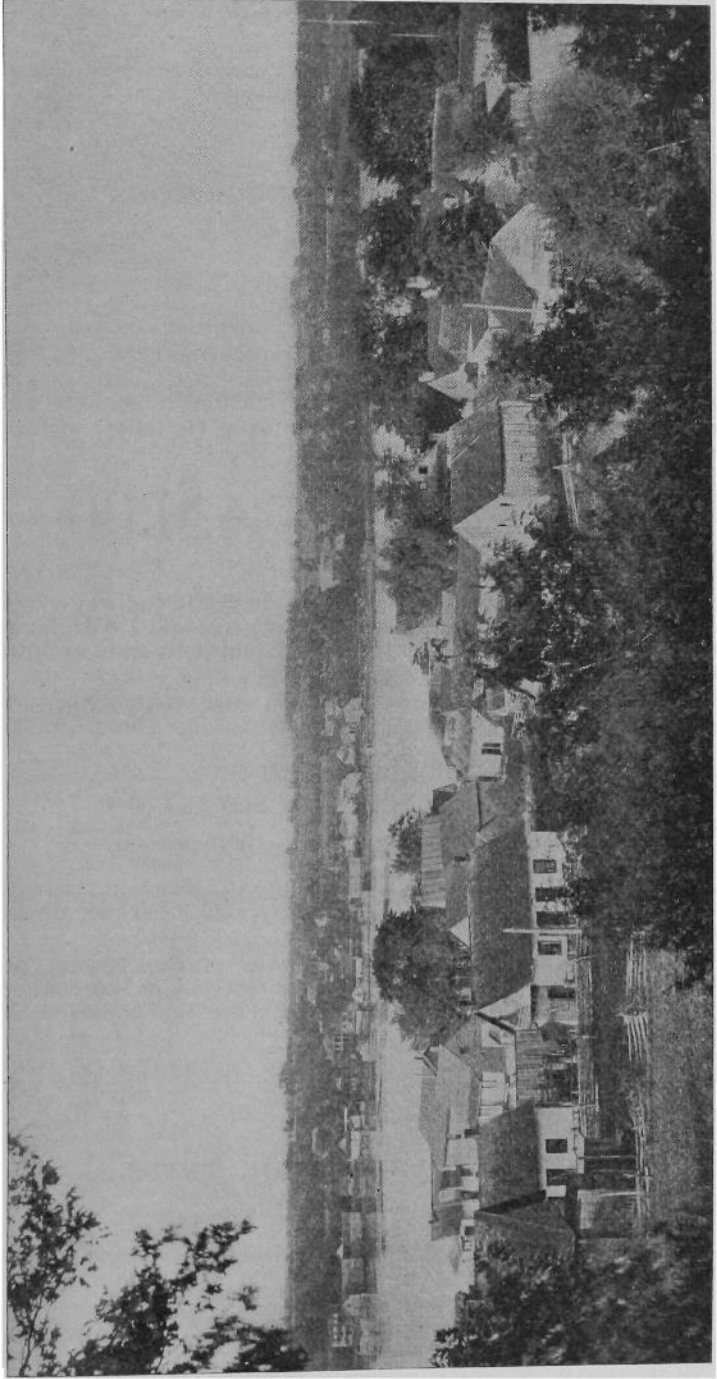
OTTAWA AGENCY AND MES. Co., 85 Sparks Street.

A. H. JARVIS, 157 Bank Street.

OTTAWA FORWARDING Co., Canal Basin, West Side.

COMPANY'S FREIGHT AND INFORMATION OFFICE :

QUEEN'S WHARF, OTTAWA.



A Snap Shot of Point Fortune and Carillon Village, on the Ottawa.

The Str. "Sovereign,"

a late addition to the Company's fleet, is a copy of the most modern American river steamers.

DELIGHTFUL DAY EXCURSIONS

(Str. "SOVEREIGN.")

To CARILLON passing Lake St. Louis, St. Anne's and picturesque Lake of Two Mountains, Indian village of Oka, Mount Calvary, with its seven famous old French chapels and the Trappists' Monastery, Como, etc., allowing parties about one hour at Carillon before steamer leaves to return. A pleasant park at the landing. Take 8.00 a.m. train for Lachine to connect with steamer—the mileage of this trip being about 110 miles; arriving home *via* Rapids at 6.30 p.m.

Fare for Round Trip from Montreal,
Children under 12 years, Half Fare. **\$1.00**
SATURDAY TO MONDAY tickets, \$1.50

Tickets for these excursions at the Grand Trunk Railway offices, Windsor Hotel, and at the Offices—128, 137, 143 and 178 St. James Street, and are optional to return from Lachine by train or down the Rapids by boat.

Ten Trip Tickets issued to Oka, Como, Hudson, Rigaud and Carillon.

AFTERNOON TRIPS (Str. "SOVEREIGN.")

Returning down the Rapids in the cool of the evening.

To LACHINE by Grand Trunk Railway, 5.00 p.m. train to connect with steamer to SHOOT THE RAPIDS. Fare for Round Trip, 50 cts. (or Electric Cars to Lachine).

To ST. ANNE'S (hallowed by memories of Tom Moore), per Grand Trunk; leave daily (except Sunday) 1.30 p.m., to connect with Str. "SOVEREIGN," which leaves there for Rapids about 4.00 p.m. Fare for Round Trip, 80 cts.

Hudson on the Lake.—Take 12.30 (noon) C. P. R. train. Round trip, \$1.00.

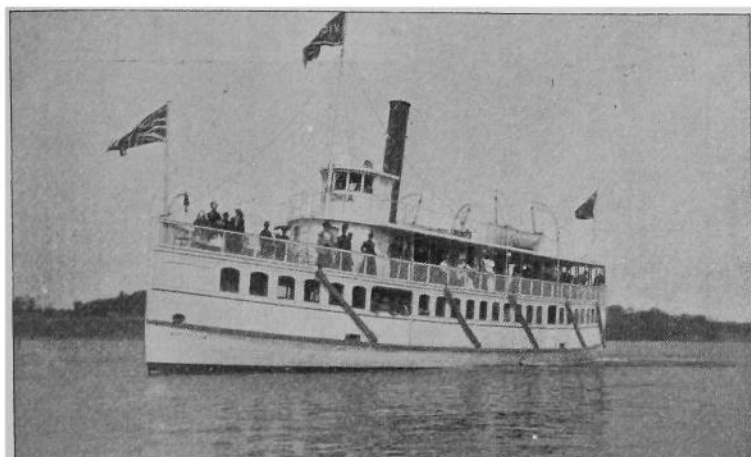
SATURDAY AFTERNOON TRIPS.

Returning home by the Rapids.

To LACHINE—5.00 p. m. train from Bonaventure Depot. Round Trip, 50 cts.

To ST. ANNE'S—From Bonaventure Depot at 2.15 p.m., and from Windsor Station 1.30 p.m. Boat leaves St. Anne's at about 4.00 p.m. Round Trip, 80 cts.

To HUDSON, on LAKE OF TWO MOUNTAINS.—Take train at Windsor Station at 1.30 p.m.; arrive Hudson 2.45 p.m. Steamer leaves at 3.00 p.m. sharp for Montreal, passing through Lake of Two Mountains, Lake St. Louis and Rapids. Round Trip, \$1.00.



NEW LOCAL PALACE

Str. "VICTORIA,"

(CAPT. F. ELLIOTT)

BETWEEN THURSO AND OTTAWA.

Arriving at Ottawa about 9.00 a.m., leaving Ottawa at 5.00 p.m., Saturdays at 4.00 p.m. This steamer has been built specially for the local traffic, and is first class, swift and modern in every respect.

AVAILABLE FOR EXCURSION CHARTER.

CHARMING EXCURSIONS

SATURDAY AFTERNOONS.

Take Str. "Victoria," leave 4.00 p.m.

To Besserer's and return, by Str. "Empress"—Round trip, 25 cts.
To Cumberland and return, by Str. "Empress"—Round trip, 40 cts.

Str. "Victoria" is available for Excursion Charter during day at Ottawa, apply to CAPT. F. ELLIOTT, Queen's Wharf.

TICKET OFFICES, OTTAWA :

OTTAWA AGENCY AND MER. CO., 85 Sparks Street.

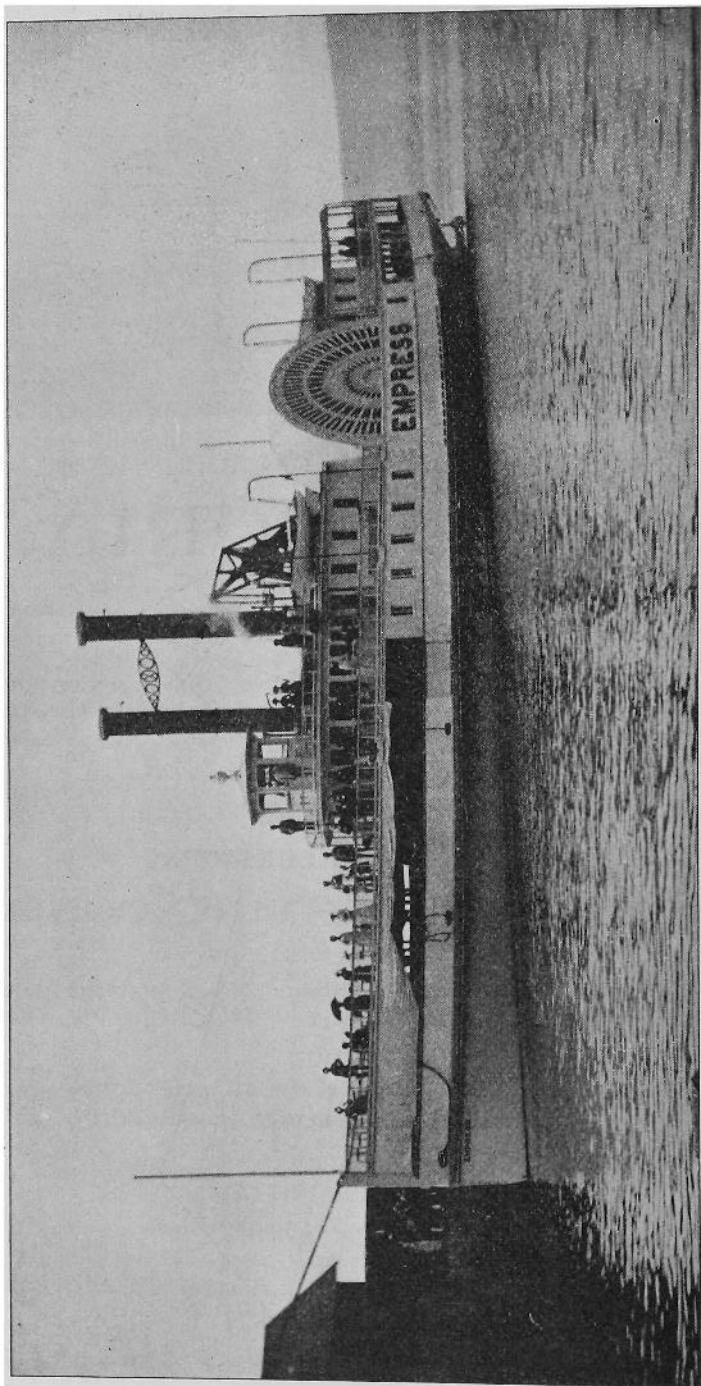
A. H. JARVIS, 157 Bank Street.

OTTAWA FORWARDING CO., Canal Basin, West Side.

Company's Freight and Information Office : Queen's Wharf.

N. B.—The principal hotels in Ottawa are :

Russell House, Grand Union, Windsor, Gilmour House,
The Brunswick.



The Steamer "Empress."

The Str. "Empress"

is a splendid large iron steamer of a beautiful model, and considered one of the fastest river boats in Canada. She is a modern boat, with every convenience. Her dining-room, on the main deck aft, is a nice, light, airy room, capable of seating over seventy persons at one time.

The "Empress" has accommodation for 800 passengers.

DELIGHTFUL DAY TRIP.

Take Str. "Empress" at 7.30 a.m. for Grenville or any of the beautiful stopping places. The most favorite points for picnics are—Besserer's Grove, about eleven miles below Ottawa (there is a fine summer hotel there, the "JUBILEE HOUSE"), Cumberland, Thurso and Montebello. The sail through the islands below Thurso, and the extraordinary beauty and picturesque scenery in the vicinity of Montebello, together with the fine old Manor House and park-like grounds, makes Montebello the most favorite resort for picnic parties. The proprietor of the Manor House is always ready to give visitors an opportunity of viewing the place when possible.

Day Excursion Fares per Str. "Empress."
 OTTAWA TO GRENVILLE AND BACK,
 (Except Tuesdays, Thursdays & Saturdays.) **\$1.00**
Meals extra.

Tuesday, Thursday and Saturday
 Excursions. **50c.**
Meals extra. (Orchestra)

STEAMERS

SUITABLE FOR

Excursions or Picnics

may be chartered on reasonable terms on applying at the HEAD OFFICE, MONTREAL, or to the AGENT at OTTAWA (Queen's Wharf).

HOTELS and BOARDING-HOUSES.

ST. ANNE'S—Clarendon Hotel.

OKA—Two hotels and several boarding-houses.

COMO—Mme Brasseur's first-class boarding-house.

HUDSON—Hudson Hotel.

HUDSON HEIGHTS—Several boarding-houses.

RIGAUD—Hotels and boarding-houses.

CARILLON—Sovereign Hotel, Kelley's Hotel, and the BELLEVUE BOARDING-HOUSE—Mrs. Clifford N. B.—Visitors and guests will find most excellent accommodation and board, and delightful scenery at Bellevue. Golf Links.

ST. ANDREWS—Sauvé Hotel and several boarding-houses.

GRENVILLE—Hotel, etc.—Mrs. McIntyre.

L'ORIGINAL—Ottawa Hotel and L'Original Hotel.

CALEDONIA SPRINGS—THE GRAND HOTEL. The Caledonia.

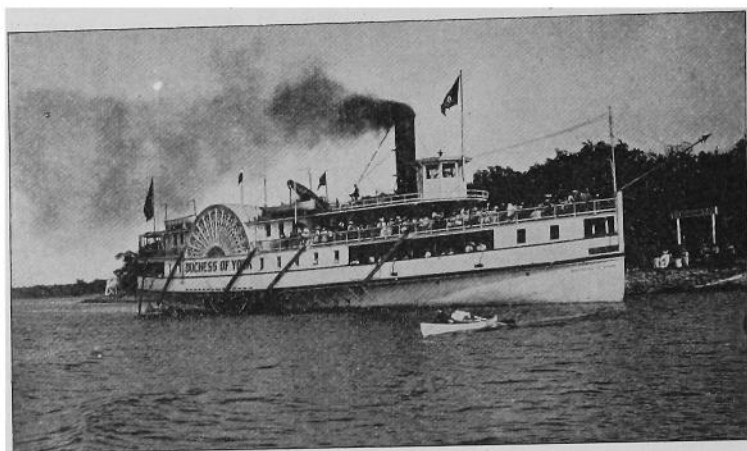
MONTEBELLO—Hotel and boarding-houses.

BESSERER'S—JUBILEE HOUSE (summer hotel). Pleasant Pine grove and mineral springs.

N.B. All the above places are reached by Daily Line Steamers.

Commutation Tickets at reduced rates issued.

Moonlights, Pilgrimages, Picnics.



THE "DUCHESS OF YORK" AT SHERRINGHAM PARK.

The Str. "Duchess of York"

is a new steel steamer built especially for carrying a large number of passengers, with all modern conveniences, and fitted with electric lights. This steamer is open for charter: *Lachine Rapids, Day Excursions or Moonlights.*

SHERRINGHAM PARK

is on Isle Perrot, a secluded spot, and a charming place for picnics.

The Park is furnished with Cottage and other conveniences, covered platform for dancing, swings, tables, seats and playground.

There is splendid fishing and perfectly safe boating, and row boats may be hired at reasonable rates.

The steamer "DUCHESS OF YORK" may be chartered for Sherringham Park *or elsewhere.* Apply at

165 Common Street.

R. W. SHEPHERD,

Tel. 1029.

Managing Director O. R. N. Co.

MARKET LINES.

The Str. "Princess"

Leaves Montreal at 6.00 a.m. every WEDNESDAY and SATURDAY for

<i>St. Anne's,</i>	<i>Pt. Anglais,</i>	<i>Rigaud,</i>
<i>Oka,</i>	<i>St. Placide,</i>	<i>St. Andrews,</i> (during high water)
<i>Como,</i>	<i>Grahams,</i> (Flag)	<i>Carillon,</i>
<i>Hudson,</i>		<i>Pt. Fortune,</i>

with passengers and freight, arriving at Montreal every MONDAY and THURSDAY, about 1.30 p.m.

Leaving Carillon: MONDAYS . . . at 6.00 a.m.

" " THURSDAYS . . . at 4.00 a.m.

The Str. "Maude"

leaves Montreal on TUESDAYS and FRIDAYS at 5.30 p.m., with passengers and freight for

<i>Chute Blondeau,</i>	<i>Montebello,</i>
<i>Grenville,</i>	<i>Papineauville,</i>
<i>Hawkesbury,</i>	<i>Brown's Wharf,</i>
<i>L'Orignal,</i>	<i>Kain's Wharf</i> (Treadwell),
	<i>Ottawa, etc.</i>

Arrives at Montreal every MONDAY, about 2.00 p.m., and THURSDAY, about 11.30 a.m.

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St. Lawrence River, Ottawa River and Rideau Lakes.

Niagara Falls to Montreal and return - \$20.50

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OR VICE VERSA.

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*Montreal, Ottawa, Kingston and return
to Montreal - - - - - 10.00*

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NEW ALL-BOAT TOUR

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VIA . . .

Niagara Gorge Railroad to Lewiston.

Niagara Navigation Company to Toronto.

Richelieu Navigation Company steamer to Montreal through the THOUSAND ISLANDS and RAPIDS.

Ottawa River Navigation Company steamer, Montreal to Ottawa (daily except Sunday).

Rideau Lakes Navigation Company to Kingston, four boats a week (see time-table, page 51).

OR VICE VERSA.

...RETURNING...

From Kingston to Toronto ^{AND} Niagara Falls

Same Way as on Going Trip.

A GRAND ALL-BOAT TRIP

NEW AND CHARMING

VIA

The Picturesque Ottawa River to Ottawa

THENCE

**Through the Surpassingly Beautiful Scenery of the
Rideau River and Lakes**

AND

**Down the St. Lawrence from Kingston to Montreal by
boat, through the famous Thousand Islands
and Rapids of the St. Lawrence.**

This trip occupies four days and three nights, starting from Montreal, and all by boat.

Mr. J. W. Burdick, the well-known general passenger agent of the Delaware & Hudson Canal Company's Railway, who made the trip up the Ottawa and through the Rideau Lakes, in 1894, says :

"It is one of the finest boat trips on the Continent
Much too fine to be buried in oblivion."

Every year, this ALL-BOAT TRIP is becoming more popular. The beautiful picturesqueness and historical points of interest of the Ottawa River, and the charming and entrancing panorama of the Rideau Lakes, cannot be surpassed anywhere.

The Round-Trip Ticket costs \$10, exclusive of meals and berths on all lines. The trip can be done easily, including all meals on the lines as well as hotel charges at Ottawa and Kingston, for about eighteen or nineteen dollars.

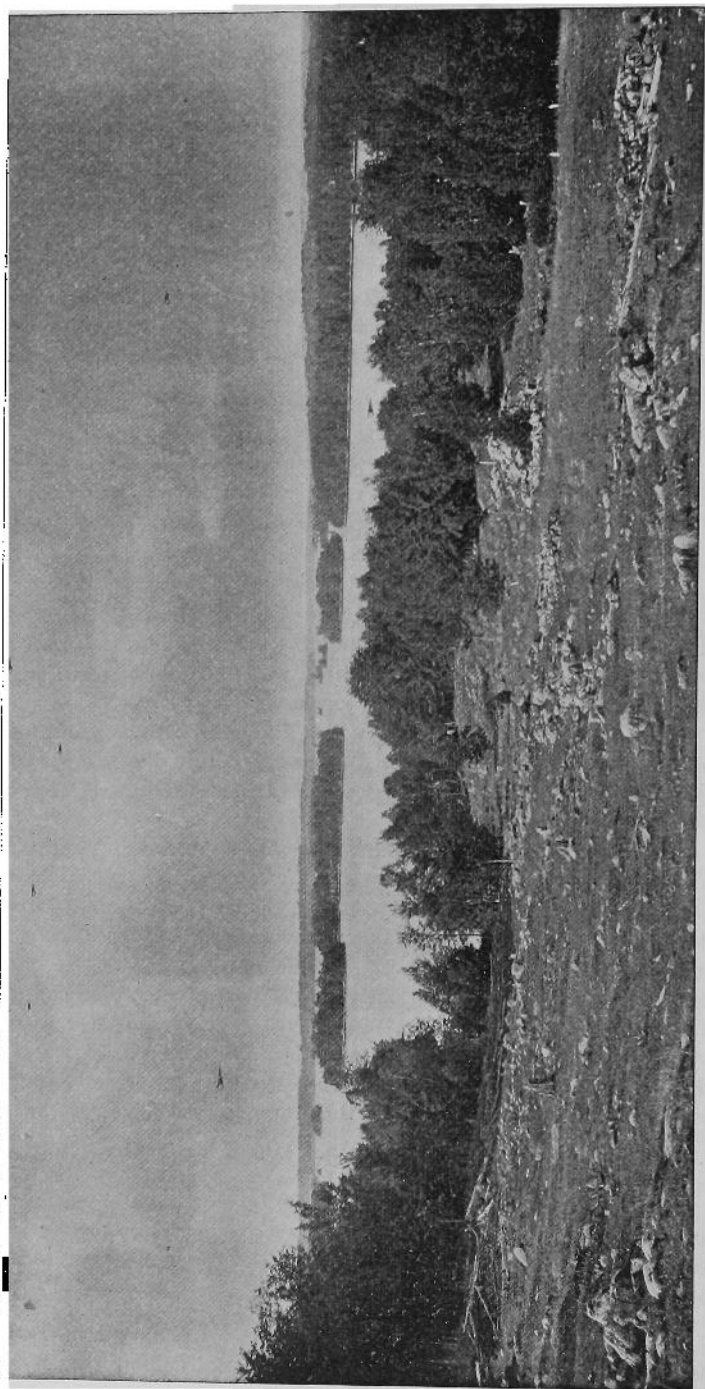
The tourist may leave Montreal on a Monday, Wednesday, Thursday or Saturday, at 8.00 a.m., *via* Ottawa River steamer to Ottawa, arriving there at 6.30 p.m. Spend the night at Ottawa. As the steamers do not leave Ottawa until following day, the tourist has an opportunity to see the many sights of the capital of Canada. The steamers arrive at Kingston the following day. The night is spent at Kingston, either at the Frontenac or some other hotel, and an early start is made by R. & O. N. Co.'s steamer the next morning for Montreal, from the dock opposite the Frontenac, arriving at Montreal *via* the Rapids about 6.30 p.m.

Undoubtedly this is one of the Jolliest Trips in America.

If the tourist has the time, it would be worth while to stop over at Kingston a day, in order to make an excursion up the beautiful Bay of Quinte, by one of the numerous excursion steamers that ply on the bay.

The Str. "Rideau King" leaves Ottawa for Kingston at 5.00 a.m. Mondays and Thursdays; and the Str. "Rideau Queen" at 3.00 p.m. Tuesdays and Fridays.

Steamers leave Kingston for Ottawa 7.00 a.m. Mondays and Thursdays; and 1.00 p.m. Tuesdays and Fridays.



Looking across Big Rideau Lake—six miles in perspective.

Rideau Lakes Navigation Co., Limited

Operating Steamers between Kingston and Ottawa

"The finest trip on the Continent"

J. G. HOLLAND.

The magnificent palace steamers "Rideau King" and "Rideau Queen" leave Kingston Mondays and Thursdays at 7.00 a.m., Tuesdays and Fridays at 1.00 p.m. Leave Ottawa Mondays and Thursdays at 5.00 a.m., Tuesdays and Fridays at 3.00 p.m.

The above steamers are lighted by electricity, steam-heated, and ventilated by steam fans, and have all modern conveniences.



Steamer "Rideau Queen" entering Chaffey's Cut, Rideau Lakes.

Connecting at Kingston with Thousand Islands S. B. Company, run in connection with the New York Central Railway from Clayton and Cape Vincent, N.Y.; R. & O. Nav. Co., L. O. S. B. Co., G. T. R. & K. P. Ry. At Ottawa, with the Ottawa River Navigation Company's steamers, C. P. Ry., C. A. Ry., O. & N. Y. Ry., O. & P. S. Ry.

This trip is, without doubt, one of the most enjoyable in Canada. The celebrated Rideau lakes are passed by daylight, and have for years been noted for their grand scenery, and are each year visited by some of the most expert American anglers who have found the bass fishing the best of any of Canada's famous inland

waters. Salmon and maskinongé are also to be had. This route only requires to become known to tourists, when it will rival any of the most popular routes. Jones' Falls is one of the finest spots on this route. Read the following short description of it, written by one of New York's celebrated magazine writers :

"Jones Falls, the most beautiful spot in Ontario, those who have seen it and been in position to compare it with other 'beauty spots' on the continent, state positively that, while they may have witnessed its equal,



Islands on Rideau Lake.

certainly they never saw its superior, all points of excellence taken into consideration. It is simply fairy land."

Fare : Kingston to Ottawa, \$3.00 ; return, \$5.00 ; meals and berth extra ; meals, 50 cts. ; rooms, \$1.00 to \$5.00.

Steamier "Rideau King" season : May 1st to November 15th.

Steamer "Rideau Queen" season : June 1st to September 15th.

For any further information, or guide-book, write D. NOONAN, managing director, Kingston, Ont.

Rideau Lakes Navigation Company.

Time-Table Strs. "Rideau King" and "Rideau Queen."

STR. "RIDEAU KING."

LEAVE (read down).			ARRIVE (read up).
Tuesday and Friday	1.00 p.m.	Kingston . . .	7.00 a.m.
	2.00 "	Kingston Mills	4.45 "
	4.00 "	Washburn . . .	3.30 "
	4.50 "	Brewers' Mills.	2.30 "
	5.30 "	Seeley's Bay.	2.00 "
	6.30 "	Jones' Falls . .	12.45 " { Tuesday
	7.45 "	Davis' Lock	12.00 " { & Friday
	8.00 "	Chaffey's Lock	11.45 p.m.
	9.00 "	Newboro . . .	10.45 "
	9.30 "	Westport . . .	10.15 "
	10.30 "	Portland . . .	7.45 "
	12.00 "	Oliver's Ferry .	6.30 "
Wednesday } & Saturday }	Arrive 2.00 a.m.	Smith's Falls .	5.00 "
	Leave 4.00 "	Kilmarnock . .	2.30 "
	6.15 "	Merrickville .	12.45 "
	7.15 "	Burritt's Rapids	11.30 "
	9.15 "	Lindsay Wharf	9.30 a.m.
	11.15 "	Manotick . . .	8.30 "
	12.15 p.m.	Ottawa . Leave	5.00 " { Monday &
Arrive	3.45 "		{ Thursday

STR. "RIDEAU QUEEN."

Monday & Thursday } } Leave	7.00 a.m.	Kingston	Arrive { Wed'day & Sat'day
Tuesday & Friday } } Arrive	6.00 "	Ottawa . . .	Leave { Tuesday & Friday
			3.00 p.m.

Intermediate time-table for "Rideau Queen" furnished later on.
Right reserved to change above time-table without notice.

CONNECTIONS: At Kingston — R. & O. Nav. Co., 1000 Island S. B. Co., Lake Ont. & Bay of Quinte Steamboat Co., G. T. R., K. & P. R., and all the lake steamers; at Ottawa — Ottawa River Nav. Co. steamers for Montreal; C. P. R., C. A. R., O. & N. Y. R., O. & P. S. R.

Fare—Kingston to Ottawa, \$3.00; Return, £5.00.

Meals and berth extra. Children five years old and under twelve, half fare; twelve years and over, full fare. No half-fare ticket issued unless accompanied by at least one full ticket. Children occupying a chair at the table will be charged full fare for meals. All tickets sold must be at full tariff rates, and agents must invariably fill in the amount on the ticket. Pursers have instructions to collect differences in all cases where this rule is violated.

Lake St. John and the Saguenay

Who has not heard of the furore created amongst tourists and sportsmen by the opening up of this fascinating route to the far-famed Saguenay river in northern Canada by way of Quebec and Lake St. John? One of the most romantic round trips ever planned for a summer outing, consists of a triangular trail—if we may be pardoned the paradox—from Quebec to Lake St. John by a railway that crosses the Canadian Adirondacks for 190 miles; from Lake St. John to Chicoutimi, at the head of navigation on the Saguenay, by the last-completed link of this railway; and back to Quebec by steamer, through the deep rift cleft in the massive mountains of the Saguenay by the dark majestic river of the same name on its way to the sea.

What ideal camping sites for the artist, the angler or the hunter! What a palatial summer hotel and what home-like comforts at Roberval, overlooking the great inland sea whose opposite shore is veiled from view by intervening space! This Lake St. John is the source of the Saguenay and the home of the famous ouananiche or fresh-water salmon, the greatest game fish in existence. The anglers loudest in its praises, are those who have crossed the Atlantic or come from the Southern States to give it fight in the rapid waters of the great lake's discharge, or in its mighty tributaries, some of which are over a mile wide at their mouths and hundreds of miles in length. Here, the comfort and safety of the tourist or angler, are looked after by the Indian guides who pitch his tent, cook his meals and propel him with rapid yet easy gliding motion over seemingly endless waterways, in the birch-bark canoes of which Longfellow has so musically sung in "Hiawatha."

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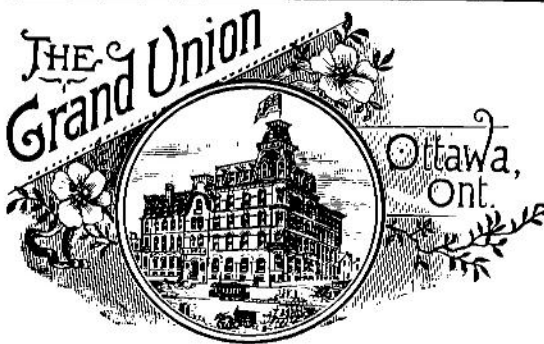
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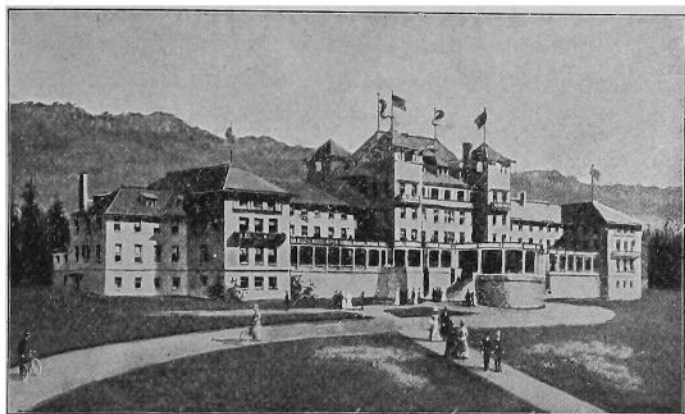
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The Steamers of this Line leave TORONTO daily for MONTREAL, passing through the THOUSAND ISLANDS, and running all the Rapids of the St. Lawrence.

At Montreal close connection is made with Steamer for QUEBEC, MURRAY BAY and the SAGUENAY RIVER.

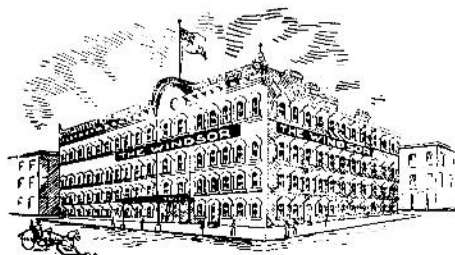


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This up-to-date, picturesquely situated summer hotel is now replete with all modern improvements. It is owned and operated by the Richelieu and Ontario Navigation Company, under the management of HENRY M. PATERSON.

MURRAY BAY has a strong resemblance to the beautiful West Coast of Scotland and possesses one of the most healthful climates in America. The climate is a combination of mountain and sea air and is most restoring and invigorating to worn out humanity.

TADOUSAC, at the mouth of the Saguenay River, is another beautiful spot, and here also is a large summer hotel, owned and operated by the same Company. The Hotel "Tadousac" is under the management of E. C. WURTELE.



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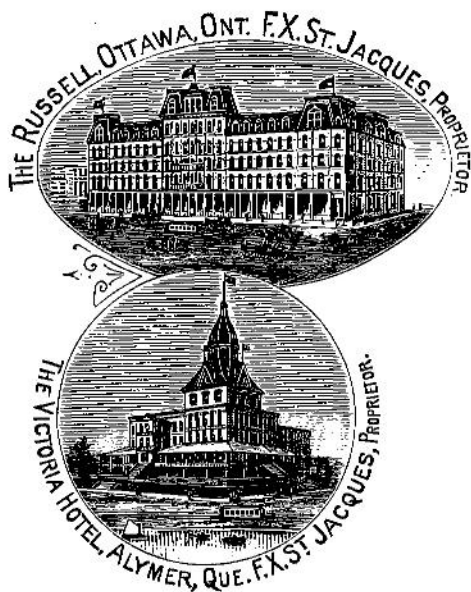
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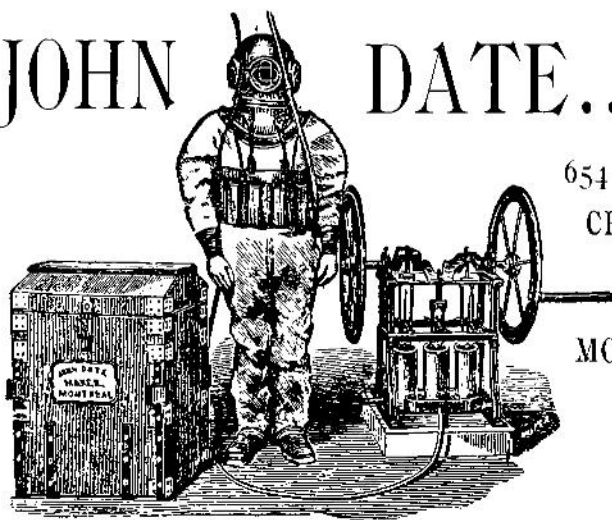
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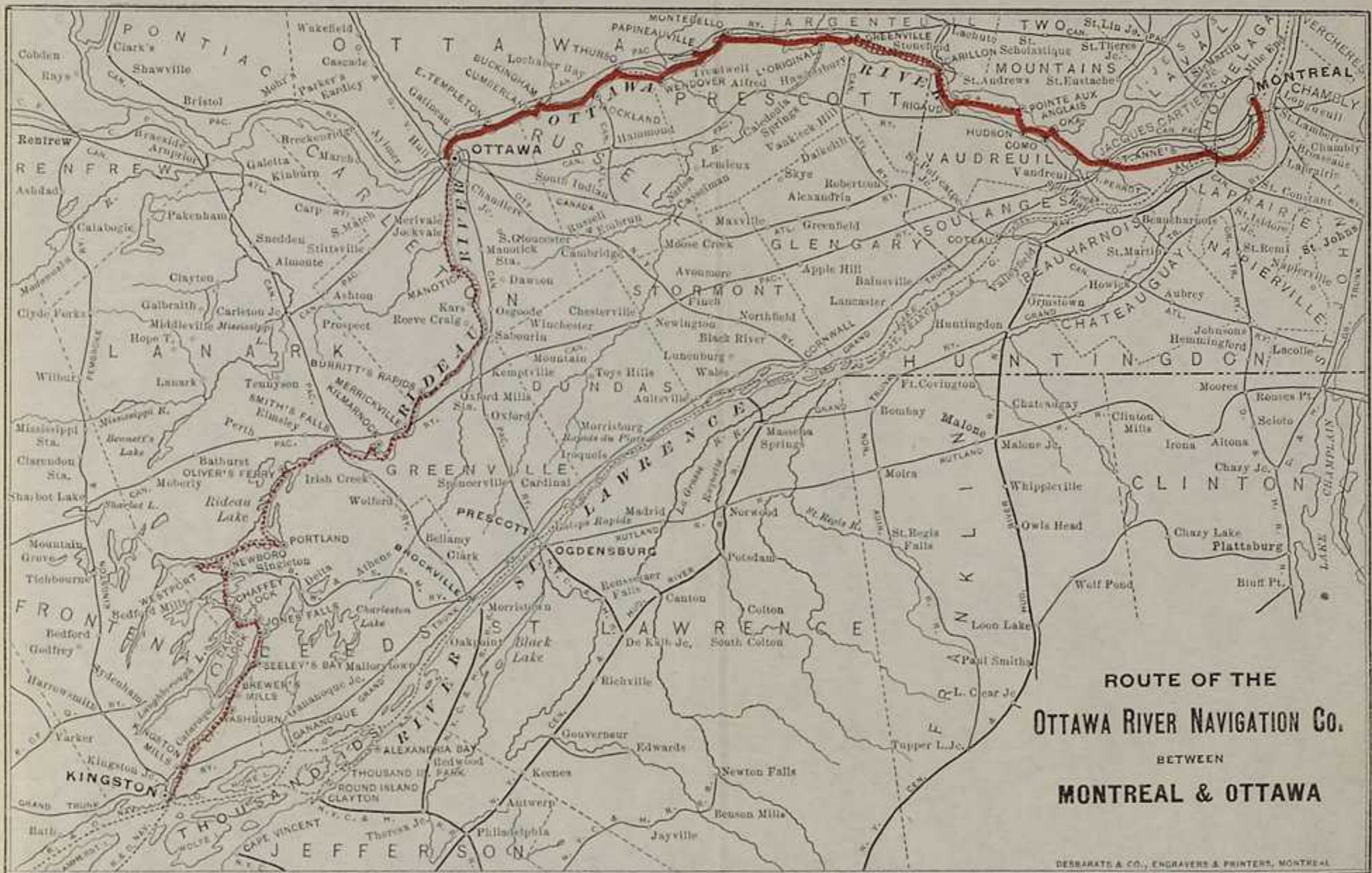
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