

FOUR YEARS

ON THE

GEORGIAN BAY.

CHAPTER I.

FOR some years past it has been the policy of the Federal Government to encourage emigration to Canada by every available means. Large sums of money were annually set aside for the purpose, and granted in subsidies to the steamship lines from Europe to assist in reducing rates of passage to Canada, pamphlets and descriptions are printed in immense quantities for distribution throughout the agricultural districts of Great Britain. Lecturers were commissioned to extol the country to the masses, whilst a retinue of officials with a High Commissioner at their head were kept resident in the Metropolis of Britain in order to advance the interest of the Dominion. This policy was ably seconded by such of the Provinces which could offer attractions and inducements to the farmer, the mechanic and the agricultural laborer, that would probably result in his resolving to change his condition by breaking up his home in the Old Country, and trusting to the generous offers made by the Governments, and the apparent ease and rapidity with which both wealth and luxury could be acquired—make up his mind to become a resident in the new country. On behalf of the Provinces, lecturers were appointed, who held meetings throughout the length and breadth of the older countries, spreading high-sounding praises of the generous manner in which settlers were treated and the magnificent prospects that were in store for them from the time of their arrival. The country places were flooded with literature, properly colored in order to make the desired impression. Railroad passes to destination after arrival were granted with a liberal hand, and nothing left undone that would cause dissatisfaction with the lot of the laborer or artisan in the mother land, and raise the enthusiastic day-dreams of comfort, ease and

independence in Canada. No wonder that after a season of excitement at times a boom set in, and British subjects broke up happy and comfortable homes in the old land and set out with loyal hearts and willing hands to settle and push their fortunes, still under the protection of the British flag, in the new. On arrival they soon found that their new and enthusiastically indulged in dream was but a myth, for the Maritime Provinces were unattractive in the new comers' eyes, Quebec was too Frenchy for a Britisher to remain long in. So until, the Prairie Province of the North West recently began to offer inducements to emigrants, the only English-speaking Province in which they could make a home under a monarchical government was the Province of Ontario; but they soon found that the lower part of the Province and the largest part of the productive lands were already well settled; cities and towns are built that from their seeming stability displayed have apparently been there for generations, and instead of the welcome they expected in their own country every inducement is on every hand held out for them "to go west," and settle under (to them) a foreign flag. Then it is they learn that Canada is merely a recruiting ground for the United States, the money granted by the Government for immigration purposes as good as wasted, and the settlers are in the power of the gigantic monopolies who rule the country and who, as a Member of Parliament writes, "have the Government by the throat." The result of the policy being that the energetic, educated, self-supporting working classes press on to the States, leaving the poorer and shiftless to become the serfs of those already in control. From any city the new arrival finds it cheaper for him to take his effects to the far west than to settle a few hundred or so miles in the interior of our own Province. The poor man finds the only available section for settlement or where any inducement in the shape of Free Grants is held out by the Government is in the Northern portion of the Province, for according to the statistics of organized townships, the Province has 22,000,000 acres of occupied land, of which almost one-half is cultivated, the other half being under primal forest, or second growth of woods. Should the settler then determine to locate towards the frontier, he will find it far more costly in the end than to purchase a farm in the well settled regions, for he becomes a prey of the various extortionate monopolies who burden the township with debt, and charge for their so-called services many times the worth of the work performed, whilst their hirelings practice every kind of despoilation. He is at the mercy of a set of cormorants when he sells his produce in the fall, and after years of earnest effort he realizes the fact that he has enriched a set of unprincipled sharks, and his only hope, if he still remains in

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the community, is that some other tenderfoot may come along whom he in turn may despoil. "We deserve the sweets of office," remarks a Clerk of the Court of a coast town as he makes out his bill of extra-ordinary costs and puts his conscientiously scaled fees where they will do most good. "We've been here ever since this country was a wilderness. I myself have been here five years. I came here poor enough, but look at me now. I tell you the settlers daren't cheat." The coasts and islands of the Georgian Bay seemed to an enterprising settler to offer great inducements for tourists and summer visitors. Those who formerly visited the rocks of Muskoka, finding from experience that the annual fevers, brought about by the poisonous insects that infest that region did no good to the constitution in the manner wished for, and finding that the terrific heat on the bare rocks during the summer was productive in the fall of rheumatism and neuralgia in their most excruciating forms, consequently tourists were falling off annually in numbers, and it was thought that a clear air and a greater extent of water would possibly go far towards turning the tide of Canadian summer travel from the States, and bring the district into notoriety once more, thus benefiting the settlers and others whose living was precarious; by the cash the visitors would leave in their midst, enabling them to endure the rigors of winter in little better shape than formerly. So with this intention a new comer essayed the task, worked hard and faithfully to establish a new route, spent both time and money; how he failed lamentably can be gathered from the next chapter of an experience.

CHAPTER II.

AN EXPERIENCE.

KNOWING then in 1883 that the summer visitors to both the Muskoka and Parry Sound districts were officially stated to number but 7000, and fully cognizant of the fact that a considerable portion of the district was now stripped of its timber, devastated by extensive fires, and shown to be barren, rocky and unfit for occupation by agricultural settlers, I devised the scheme of setting apart a portion of the Georgian Bay and Muskoka district for the purpose of a National park or National camping ground. Upon acquainting S. Barker, Manager of the Northern Railway; R. Kerr, the passenger agent of the road, and A. P. Cockburn, then M.P., and the Manager of the M. & N. N. Company, with my proposition, these gentlemen were seemingly so impressed with its merits and the seeming practi-

cability of the plan that they at once furnished free passes both over the railway system and on the boats of the M. & N. N. Company, in order to avail myself of a personal inspection of the district before writing up its inducements for summer visitors. These passes were continued annually by the M. & N.N. Company until 1886, thus recognizing and acknowledging the fact that my efforts had been substantially beneficial to themselves. I conferred with the citizens of Parry Sound on the project I had then in view and found them enthusiastic with the idea of opening up a line of travel through what was then designated as the inside, or tug channel, thus making the Sound a terminus, for I was assured by one of the business men and stockholders in the new hotel that he was trying to sell out in order to remove out of the district, "for," said Mr. Holmes, "unless something is accomplished the people cannot live, as the lumber gives out they will have to remove, and I can assure you that I have not taken an account of cash over the counter in two years. It's all a matter of debit and credit with the lumber companies." Of course, if we can get some summer visitors to sojourn at our new hotel and leave a little cash in the village things will be different, but something must be done, and shortly, too.

William Beatty, one of the prominent citizens, although interested with the Northern Transportation Company of Collingwood, whose boat made a trip (weather permitting) tri-weekly by the outside or bay route, so favored the project as to offer to guarantee the people of the Sound in the sum of \$2,000 in order to assist in putting a steamer on the proposed route. In Penetanguishene a public meeting was held at the Georgian Bay Hotel, on which occasion the Mayor, W. J. Keating, Esq., presided, and most of the merchants attended, the outcome of which was that substantial support was promised and preliminary assistance given in order to further the movement by publishing and bringing the district into notoriety as speedily as possible. At Midland the project was taken up by the town clerk, H. F. Switzer, Esq., and the proposal to open up the new route received with favor by the citizens.

After such apparently sincere encouragement I went at once to work : produced the MSS. of a book entitled the Muskoka Lakes and the Georgian Bay ; devoted to the interest of the district ; commenced correspondence with various hunting and fishing clubs of Canada, the United States and Great Britain, enclosing circulars and otherwise entering into communication with anticipated visitors. The promises of support and answers in the spring of 1884 became numerous, and arrangements in order to place a boat on the route were about to be entered into when, early in May, I was ap-

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prised by one George Guest and his brother W. H. Guest, residents of Toronto, that John Pearce, of Parry Harbor, had taken such an interest in the proposed scheme that he had gone to Montreal and was arranging for a boat to place on the route. They then stated that the boat was on the way from Kingston, furnished me its description and dimensions, with the request that I would obtain a publication of the facts. At the same time they stated that Pearce was on board, and wished to see me personally on his arrival. I published the following description in the Toronto Daily News of May 10th, 1884 :

A NEW BOAT.

"John Pearce, of Parry Harbor, has just secured the steamer Chicoutimi, and intends to place her on the route from Toronto to the Humber, making his first trip on the 24th May. The steamer is now on her way from Cornwall, and is 100 feet in length, 30 feet beam, with twelve feet feathering paddles, of the same design as the Chicora. She is propelled by a 6 feet by 22 inch beam engine of high pressure, and has a speed of 12 knots per hour. She affords ample accommodation for 250 passengers. It is the intention of Pearce to place the steamer eventually on the Island route of the Georgian Bay."

On arrival of the "Chicoutimi" I went on board, made the acquaintance of Pearce, and explained my object. He at once went heartily into detail, claimed admiration of the scheme, and offered all the support the boat could give, remarking that he thought the route was merely an experiment, and would not pay for a better boat at present. (The "Chicoutimi" had been a canal market boat at Montreal): that business was only anticipatory, and that it would be far better for us to work amicably together for a season or two, at least, then, should the prospects be good we could easily provide a better boat. The understanding was then arrived at that I was to act as passenger and freight agent of the route in Toronto. The proposition being agreeable I commenced work at once. I went first on Pearce's bond at the Custom House, attended to the detail of the boat's inspection, waited on the inspectors, until finally at my solicitation Captain James Dick was sent to inspect the boat. I got up illuminated posters by the 1,000, small bills by the 10,000, and other necessary advertising, so by the time the "Chicoutimi" had passed inspection and was allowed to proceed to the Georgian Bay, the public were well acquainted with the opening of the new route. On the departure of the steamer I accompanied her across Lake Ontario as far as St. Catharines. Thence I proceeded to Niagara Falls, Buffalo, Rochester, etc., and made arrangements for the following agencies for the boat: H. J. Hunt, St. Catharines; Frank J. Armsden, Rochester, N. Y.; Lewis & Co., Rochester, N. Y.; Mrs. L. Barber, International Hotel, Niagara Falls, N. Y., etc.

On the route from Toronto to St. Catharines I handed Pearce copies of the agreement whereby I became the freight and passenger agent for the boat. He hurriedly looked them over and said they appeared all right, but claimed that just then he was so busy, and too much worried to give them particular attention. He said that as I had already signed the agreements he would take them with him, sign them when at home, and return me a copy during the summer, which, however, he failed to do.

Being then fairly embarked in the enterprise, my whole energies were directed toward obtaining a success for the boat. Personally I visited representatives of almost every club in Toronto; posters, hand-bills and newspaper advertising was contracted for; weekly excursions organized; the correspondence throughout the country was daily increased, descriptive books with invitations and passes for the presidents and secretaries of the different clubs were enclosed in order to assist in inducing them to make a personal visit to the section. In fact, every mode of inducement that suggested itself in order to popularize the route was put in operation. I expended some \$467 in cash in addition to a year's active service before I began even to look for results.

Whilst I was actively endeavoring to bring the route into popularity in Toronto, the management of the Georgian Bay were accomplishing quite a different purpose, for on my arrival in that district with a party of tourists, I found the boat enjoyed the sobriquet of "Old Potatoes and Salt," "Old Punkin Seed," and other endearing epithets, bestowed by the town-folks of the places of call on the route. In spite of these drawbacks the inside channel gained in public favor. The newspapers of the Province commented freely and favorably upon its attractions, and at the close of navigation, 1884, was well known to tourists and travellers generally.

On meeting Pearce after the close of the season I reminded him of his failure to send down the agreements, he promised to attend to it, but claimed that he had lost money by the steamer, that she would not become popular until the channel was opened and the narrows widened, which could not be done without the expenditure of a considerable amount of money. I showed Pearce correspondence received and expatiated on the promise of visitors for the next season, offering to wait until success was attained for amounts then due, and further suggested that if he thought we could not keep up, to form the route into a company and thus await a prosperous result for the enterprise that I felt shortly must become apparent. This proposition also met

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with his approval, and details were entered into in order to ascertain the best means to ensure a good season's business.

In February, 1885, an action in court was entered against me jointly with Pearce by the proprietor of the *Telegram*, a newspaper published in Toronto; they claimed payment for advertising alleged to have been done by them. Pearce, thinking probably that a judgment would be unfavorable to himself, swore positively that I was not his agent, and claimed that no agreement could be shown between us, thus endeavoring to throw the onus of payment, for which he had received the benefit, on myself. However, the work, as claimed by the *Telegram* was shown not to have been performed. The Judge dismissed the suit, leaving each party to pay his own costs.

Pearce was so pleased at the termination of the suit that he treated all who were in attendance, offered oyster suppers, and that evening subscribed his name for the sum of \$1000 for the formation of a steamboat company. He then decided upon going to New Orleans, and for hours past midnight was engaged in taking from me a list of addresses of the different clubs for personal calls, etc., with other necessary information, and when he left for the south I provided him with a package of books on the Muskoka Lakes and Georgian Bay for distribution *en route*. Whilst he was away I attended the session of the Ontario Legislature, interviewed the Ministry, and Members with regard to the improvement of the route, with such success that finally the Hon. Commissioner of Public Works placed \$1000 in the estimates for the opening of the Parry Sound route. Upon the voting by the members on the passage of the item not a dissent was made, all agreed that the work was required and would result in an ultimate benefit to the people of the section. I also set forth the advantages of the route, and our intentions to the Hon. Commissioner of Crown Lands, explaining the situation and location of the numerous rocky islands which abound on the east coast, and commenting on their ultimate value to the Province. The Commissioner, whilst duly listening to what was said in behalf of the new route, hardly had great expectations regarding it. He stated that although from the chart he knew that numerous islands were in existence in the Georgian Bay, still officially they had never been brought to his notice, that being merely rock and for the most part barren and uncultivable he thought it almost useless to attempt to overrate them, however, if parties wished to purchase them, and if visitors could be induced to settle they would be sold to purchasers at the regular crown land price, one dollar per

acre. I had estimated to the Commissioner that there were fully 300,000 acres of such islands, and that shortly they would become among the most valuable assets of the province. Under such auspices we commenced a second season's work, which gave fine promise of being a good and prosperous one. Shortly after the opening of navigation I visited Parry Sound, and with the assistance of a resident surveyed the channels at both the seven hills and three mile narrows, gave the configuration of the shore and surroundings, the depth of the water attainable, and made the following report and recommendations to the Commissioner of Public Works, which was endorsed by those interested at the Sound, and the following published in the local paper, of date June, 1885.

REPORT TO HON. COMMISSIONER, ONTARIO PUBLIC WORKS.

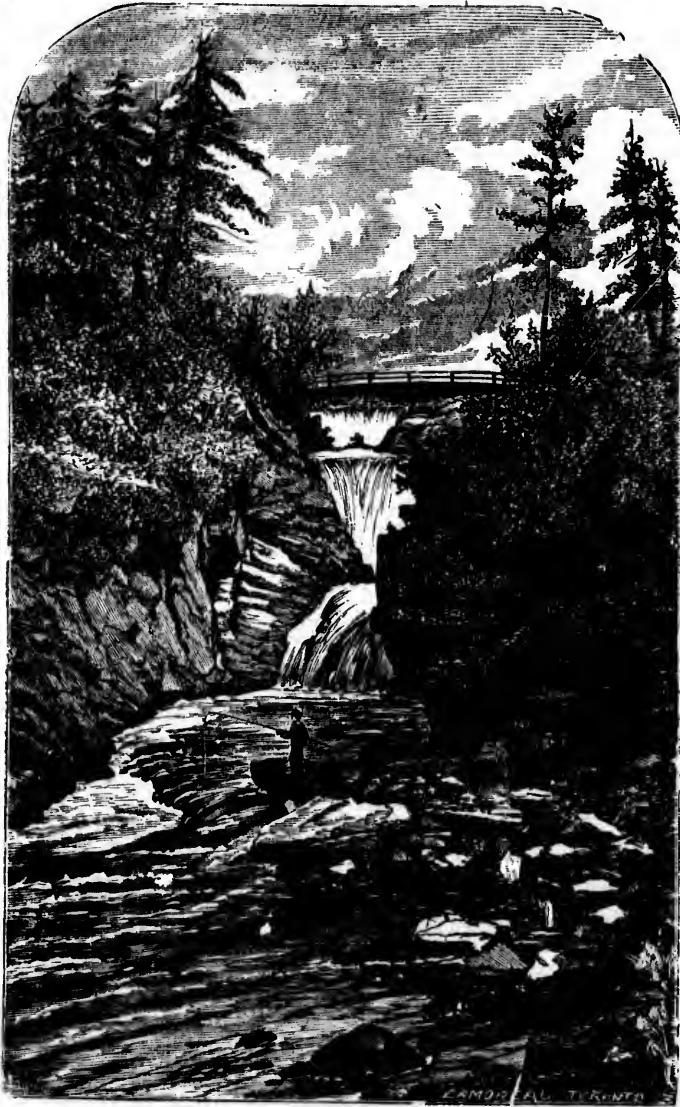
IMPROVEMENTS IN THE SOUTH CHANNEL.

Captain ****'s Report receives the endorsement of all interested in East Coast Navigation.

PARRY SOUND, June, 6th, 1885.

SIR.—As instructed I herewith forward you a statement of the proposed improvements to the South Channel on the Parry Sound route of the Georgian Bay. Upon my return to Toronto I will submit to the department a scale plan of the nature of the work as contemplated. On 3rd inst., Wm. Ireland and myself took the sail boat and took soundings of each of the channels, and measurements of the distance on which the crib work will have to be placed, or spring fender timbers or stringers so laid near the point of rock, that should the steamer strike she would be fended off, instead of, as at present, striking solid projecting rock. These spring pieces are held by stantions, and then bolted to the rock itself, and by that means will allow raft timber to pass without detriment, for the former system, viz., that of laying piers and crib work so aggravated certain of the lumber company's agents that they confess to having personally lent an aid to destroy the work as formerly performed, claiming that the logs could not pass. At the three mile narrows, between what is known as Beatty's Island on the west and Little Island on the east, is an intricate channel with a buff rock shore, which for a distance of 300 feet will have to be spring-stringer-lined, although the width from land to land is 105 feet, still there is a shoal or ledge extending from the west for a distance of thirty feet eastward, making it a very dangerous spot, and the danger at present is when endeavoring to avoid the shoal upon which there is but 2 or $2\frac{1}{2}$ feet of water, the vessel shears on to the rocks at the east side, but when the stringers are placed they will act as fenders and thus prevent injury or accident. The depth of the water is, close to eastern shore, $6\frac{1}{2}$ feet, deepening to $9\frac{1}{2}$, thence to mid channel 15 and 16 feet, shoaling suddenly to 6 feet, then again to $2\frac{1}{2}$ and 2. The bottom is strewn with rock and loose boulders which can easily be removed by dredging, and giving a depth of probably 8 feet of water right up to the springer or crib timbers, if cribs are constructed. The work here to be done will commence at Rocky Point opposite the shoal and run north-east 150 feet to another rock, thence north-east by east 150 feet to extreme rock point. There are three ledges here needing buoys or crib work in order to mark their locations, buoys being easily carried away by raft timber, crib work or beacon shafts would probably be best.

At the seven mile narrows, situated in Cowper township, the most difficult work will have to be accomplished. Here the land on the east is the mainland, and at the west a promontory jutting out from Berry Island, and for a length of 198 feet on the east side will have to be lined with string timbers. The channel at its greatest breadth ranges from 98 to 115 feet, and at its least 50 feet. At the northerly point of the



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western promontory is a shoal projecting 60 feet to the east, leaving a channel of about 50 feet. The surroundings here show a depth in-shore on the east side of $3\frac{1}{2}$ feet deepening to $4\frac{1}{2}$, thence to 7 feet of water 20 feet off-shore, then shoaling again to 4 and 3 feet some 30 feet off-shore, until the shoal is struck on which there is but 2 to $1\frac{1}{2}$ feet of water, thus leaving a channel of barely 10 feet in width, with 7 feet depth of water, along which the keel of the steamer must come or the vessel be run ashore. The bottom is filled with loose rock and boulders which will require considerable dredging to remove. In these narrows we will run the first timbers from rock forming south-west corner to a large flat rock forming north corner, a distance of 50 feet, thence north 30, east 68 feet, thence a fending spar to bushes 70 feet, making a total of 198 feet of timber work. It is estimated roughly that 60 to 100 tons of rock and boulder can be removed from this channel, thus increasing the depth considerably, but whatever amount is either blasted or dredged will require to be scowed some distance before being dumped. I enclose rough plans drafted on the spot, and will bring scaled ones on my return to Toronto. The manner of making the timber work will, I believe, be acceptable to those interested in east coast navigation, and whose vessels use the channel, and therefore have asked the gentlemen for the appendage of their signature, expressing approval. Respectfully submitted.

We the undersigned would respectfully submit that the foregoing enumerated work is a necessity, and if constructed will add materially to the safety of vessels using the south channel.

Signed, P. MCGURRY, Tug Doty.

“ J. W. FITZGERALD, M. & N.S.L. Co.

“ JOHN PEARCE, Str. Chicoutimi.

Signed, WILLIAM BEATTY, G. N. T. Co.

“ WILLIAM IRELAND,

The North Star.

The report received the approval of the Engineer at Toronto and the work was duly carried on by the Government as recommended. The season opening well, the route becoming fairly known, the people of the coast towns were earnest in their request for a better boat and better service. So constantly reiterated was this want by the people that Pearce requested me to interview the officers of the Muskoka & Nipissing Navigation Company in order to gain, if possible, their co-operation, and also to make an arrangement for all round tickets for the Georgian Bay so that parties visiting Muskoka could return *via* the Bay and *vice versa*. The arrangement for tickets was readily promised by A. P. Cockburn, the General Manager, but on interview with J. S. Playfair, in order to gain his aid and that of his company to place a new boat on the route, that gentleman assured me, after listening to all the arguments the necessity of the case seemed to present, upon the honor of a man and as president of the M. & N. N. Company “that their company had all they could do, in the way of business, on the Muskoka Lakes for the next ten years; that they would supplement our efforts in every way, but could give no assistance in the manner required. He strongly advised us to redouble our exertions in order to ascertain the capabilities of the route. Having thus been assured

by the officers of the M. & N. N. Company of their non-interference, I exerted myself to the utmost; made application for a charter to the provincial secretary, paid the expenses attending such, opened stock and subscription books and canvassed throughout the country until over \$6,000 was promised by signature. We then organized a company called the Georgian Bay Island Resort Company, held meetings in Toronto and at Parry Sound, and John Pearce acted as vice-president during the year and signed the minutes officially as such after each meeting. Whilst he was thus acting as vice-president the fact came to my knowledge that he intended frustrating our efforts to establish a company after all the expense that had been incurred and in which he had not borne a part. To this end he provided himself with a list of the subscribers for stock and personally interviewed the majority of them, advising them strongly against the scheme, with the result that a number of them became dissatisfied and discontinued their efforts in our behalf and otherwise could be induced to take no further interest in the route. I also ascertained that Pearce was negotiating privately with A. P. Cockburn and his company, now that the route was doing a good business, for a transfer to their company, leaving us to bear the blunt of the expense in its establishment, whilst he took the reward. On being accused Pearce did not deny that that was his intention. He wanted to sell out and let the balance get their money as best they could. So a demand was then made upon him for the outlay incurred in the establishment of the route for the steamer "Chicoutimi," and also for compensation to the newly formed company for the expenses incurred, the benefits which Pearce had already reaped from the efforts of 1883, 1884 and 1885. Pearce then denied his liability, so suit was threatened during the winter of 1885. He then broke out in fury and stated that "By God, if suit was dared to be instituted that he would follow me to death and to the grave, that he had \$6,000 and that was sufficient to defeat any law in the province that could be brought against him." On being remonstrated with and shown that I was utterly impoverished, at times without sufficient to purchase household necessities, through his action, his only answer was: "Withdraw that suit!" Finally on May 27, 1886, two years and over from the time of commencing to work for the steamer, he met me on Adelaide street at the court house and asked me if I intended to proceed. I assured him that I did, whereon he asserted "By God, so long as you are connected with the company I have given instructions to neither carry a pound of freight or transport a passenger, and that if our boats were found in the channel he would do them all the injury possible."

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Matters thus coming to a crisis with Pearce, a few subscribers with myself, knowing that it was useless to allow the money that had been spent to be entirely wasted merely in order that Pearce should reap the benefit of past effort and put us before the community in a false position, we applied for and obtained a charter from the Provincial Secretary, purchased an island from the Crown Lands Department, and proceeded to erect cottages for residences on what is known as Hardy Island, situated 32 miles from Midland or Penetanguishene, 4 miles from Moose Point, and 14 miles south of Parry Sound Village.

On establishing a residence on the Island, we soon found out that Pearce intended to put his threats in operation, for he had uttered them boldly and publicly, for even Capt. Dick remarked to me, "You will find you have a dirty unscrupulous man to deal with, so look out for him." Passengers who came in order to visit Hardy Island, a result of advertising or correspondence, were advised on the boat not to stop there and by dint of various lying misrepresentations were induced either to proceed to Parry Sound or be put off on another island.

Pearce himself had a shanty erected on an island opposite, that belonged to the Government, and his subordinates were ordered to land our passengers at that place. An instance of the manner of treatment will suffice. On the 24th of May three passengers rode out to meet the steamer in order to return to Toronto, one having special business at the Rossin House at 3 p.m., on the 25th. Pearce, who was aware of the nature of the business, was on board the *Chicoutimi*, and ordered John O'Donnel, who acted as master of the steamer to refuse to notice the signals or take up the passengers. O'Donnel turned his back on the boats, and passed by without stopping. Nothing daunted, although half a gale of wind was blowing at the time, the party, one of whom was a lady, rowed back to the Island, a reef been taken in the try sail of the yacht, they arrived at Penetanguishene half an hour late for that day's train. The early train next day, however, landed us by 2 p.m. at Toronto, when on arrival at the Rossin House, Pearce was found in the corridor with a proxy endeavoring to persuade parties that it was impossible for the others to be present, and endeavoring to disorganize the company at its first charter meeting. He did not, however state the means he had employed to prevent their attendance.* On other occasions he went up and down the steamer vilifying and denouncing

* And you will have some new revelations as to what meanness exists in some specimens of human kind.

the island to everyone who expressed an interest in it, so many passengers preferred not stating their intention to land rather than listen to the abuse. On the first trip of the *Maxwell*, that boat took the freight consigned to Hardy, from the railway station without any request being made, and billed three small boats, weighing 575 pounds at 2,860 pounds, demanding and endeavoring to extort a payment of \$15.80 as freight; such then were the difficulties and animosity we had to labor against on first locating, in the endeavour to make a living for ourselves, and create an interest among tourists and visitors that would be beneficial to the district.

However, a change came about shortly. In July 1886, the *Maxwell* was transferred to M. & N. N. Co., and the promoters of the route were left to look for their expenditure where best they might. A. P. Cockburn, the manager knew the circumstances, still their company offered no compensation, relying on their might to absorb all that had previously been accomplished, but he was loud in his promises of regular and better service and passengers for the island began to be duly landed by the steamer, for by this time the result of advertising and correspondence was becoming apparent in the increase of visitors to the section and the applications to the Crown Lands Department for islands on which to reside. So numerous did these applications become that an order-in-council was obtained, increasing the value of the islands to the sum of \$5.00 per acre, in place of \$1.00 as previously asked by the Department, thus raising the value of this asset of the Province some 400 per cent. Correspondence was had with the Post-Office official, with reference to mail facilities for the island, and camping parties in the vicinity. A mail bag was prepared under his instructions, and the steamer landed for a time, regularly our mail, provisions and freight. Visitors were pleased, newspaper comments were kindly, the island began to be popular, and so continued until the close of navigation, and it was hardly thought that such a pleasant beginning would be but the prelude to worse treatment at the hands of a boastedly wealthy company during the ensuing season.

Meanwhile the suit against John Pearce dragged on apace in Toronto, until finally a trial of the cause of action was set for January, 1887. A preliminary examination was held and evidence under oath was taken prior to the case being tried in open court. Pearce here committed deliberate perjury, and the remark was made that he was resolved to swear himself through. One specific act was stating under oath that the Toronto agent had given instructions to the editor of the Parry Sound paper to add his

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name to the steamer advertisement. The statement was a lie, and as such, denounced by the editor in the presence of T. E. Johnson and D. McQuade, on board the *Maxwell*, some time before the trial of the cause. Not being able, on account of the heavy snow-drifts in the country, to bring the editor into court a continuance was asked for. Pearce, through his lawyers, requested an order for costs, and on its being granted swore to an amount of \$209, most extraordinary under the circumstances; payment of this exorbitant amount for a simple continuance was not made, for it was an impossibility after having been entirely ruined by this man's actions, and so far he rightly expressed himself that his money should defeat any suit. He then had issued an execution, and in March, 1887, made a seizure on the household effects and everything that could be obtained whilst the owner was absent. The bailiff who made the seizure stated that *special instructions accompanied the writ*, and claimed the right to even seize a sewing machine and bed clothing. As it was, and with no one but a woman to gainsay him, he seized from the pantry part of a chest of tea, 13 cases of tomatoes and 3 cans of corn beef, but which, upon the return of the owner, and proper representations being made to the sheriff of Simcoe County, was by that official afterwards released. After thus being entirely broken up and unable either to resist or even make an effort for the right of a laboring man and a citizen, as against an unscrupulous man with money should defeat the law. It began to be apparent that it was no use to complain, and that a workman would have to submit uncomplainingly to despoilation at the whim or caprice of an unprincipled employer, for evidently a workman had no rights that such an employer was bound to respect. So submission became a necessity, and thus passed away with the full knowledge of the usurping company, the capital invested in the development of the inside channel route, and the results of three years energetic labor. The sympathy of the public was extended and from their encouragement fresh heart was taken. A. P. Cockburn promised better service than ever for the island. D. McQuade, who was to be local manager of the *Maxwell* this year, as well as engineer and purser, professed friendship although he had been an hireling of Pearce on the *Chicoutimi*, still he claimed to recognize the fact that former efforts had made his present position attainable. So under the conditions, another season's effort for trade and settlement was attempted, but early in the summer it was apparent that promises were not made to be kept, and the kindly feelings professed was merely to blind. As the camping parties came up they were located in regular mosquito nests close to the route in compliance with the wishes of Pearce, but sadly

against the comfort of the sojourners. The members of the "Watto" Club with hands swollen, their faces disfigured and in blotches, and their bodies in a perfect fever from constant attacks of the clouds of buzzing, stinging mosquitoes and black flies, were loud in their denunciation of the action on the part of the steamer manager, some of them finding the nights intolerable from the insect annoyance, came to Hardy island in order to avoid the pests and obtain a night's sleep under mosquito netting, and so quiet the fever in their bodies, the result of the poisonous strings and bites which they had endured.

Orders for provision and freight were delayed on board until the necessity for them passed and the chance for supplying the camping parties gone, thus injuring as far as possible the trade sought to be done. Landings were made under every pretence as far distant from the island as possible. Passengers endeavoring to return to Toronto from the island were passed by, to get down as best they could; letters and mail matters were distributed at various camps with a reckless disregard as to whom it belonged or how it was addressed, and every annoyance possible was practiced. Upon being remonstrated with regarding this state of things the local manager expressed his intention of learning the residents a lesson (he threatened wiser then he knew for there are two or three lessons to be deduced from his subsequent action), and stated that for the future he intended to neither carry or deliver mail, refused to bring or land provision and freight, the charges on which had been prepaid, and made public his boast that he would starve the residents off the island who objected to his way of doing business. So from the 13th of August, the height of the season, the island was boycotted completely, the law governing the actions of a common carrier placed at defiance; trade ruined, no means of communication save by the chance calling in of some passer-by, the situation of the residents can be well imagined. With guests on the island suffering from privation, which the non-fulfilment of orders for provisions occasioned, with at times a sick family, and unable even to obtain the necessary medicines or the services of a medical man in our extremity; will only partially describe the inconvenience that we were subjected to. Intending passengers from Midland were informed by McQuade that they could be landed at any other place, but would refuse to land them at Hardy. This treatment continued until the 10th of October, before which time we had been reduced to an extremity, and had to beg provisions from passing boats to enable us to exist. About the 7th of October, J. M. Dollar, Esq., hearing of our situa-

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tion, telegraphed orders to his steamer to bring us down on their return from French River, and on the 10th of October the *Huron* ran in and took our furniture and animals on board, landing us safely in Midland in the evening. The bitter experience through which we passed makes us firmly of the belief that laws should restrain the rich (whether individual or corporative), from partiality and injustice toward the poor in financial matters, for here alone we have ample proof that the poorer classes have a righteous ground of complaint, and are made to suffer at the caprice of an hireling of a corporation, he well knowing the power and pressure that can be brought to sustain him in his action toward those who he believes cannot resent his authority.

The outcome of this disgraceful and overreaching action on the part of the steamer company, was the forwarding of a petition, signed by ministers, officials, merchants and officials generally, setting forth the grievance and asking redress at the hands of the local government to Charles Drury, Esq., M.P.P., for East Simcoe, and upon that gentleman interviewing the ministry regarding the matter, it was the opinion of the government no action could be taken by the Provincial Government, but it was an excellent case for redress in the courts of law. An Act amendatory to the Carrier by Water Act, was then drafted and forwarded to Frank Madill, Esq., M.P., who occupies the seat in Parliament formerly filled by A. P. Cockburn, and he introduced the following measure and had it placed on the statute books, so that it seems likely that boycotting will not be used by that company, at least, as a means of coercing the settler for some future time, and it is to be hoped that the lesson will be a salutary one in several other respects. The following is the bill itself, and its provisions will be readily recognized :

AN ACT TO AMEND THE ACT RESPECTING THE LIABILITY OF
CARRIERS BY WATER.

1. Section two of chapter eighty-two of the Revised Statutes, entitled, "*An Act respecting the Liability of Carriers by Water*," is hereby amended by adding the following sub-sections hereto :—

Section 2 of
R.S.C., c. 82
amended.

" 5. Common carriers by water shall not discriminate against settlers resident on their route, and shall deliver all mails, freight, provisions or supplies, and shall land passengers upon such terms as advertised, or shall be held liable for the damage inflicted by such discrimination.

No discrimina-
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"6. A carrier by water having landed settlers for residence at points distant from the mainland or coast towns, and at which they agreed to call and render service, shall make such calls and receive and deliver freight and passengers during the season of navigation, or period of such settlers' residence, unless there is a substantial and legal reason for not doing so. Certain calls to be made by vessels.

CHAPTER III.

THE ROUTE.

Through tickets at reduced rates to parties can be obtained in nearly all towns in the United States direct to Toronto, Orillia, or Midland, by any of the numerous routes that terminates on the southern shores of Lakes Ontario or Erie. From Oswego or Rochester is boat connection with Port Hope and Cobourg by steamer *Norseman*, after a pleasant run of 60 to 80 miles across the lake. The majority however prefer to concentrate for a few hours at Niagara Falls, and there decide upon the route to take to Toronto, thence on to their destination. Three routes are here offered the traveller, one direct by water, from Lewiston, seven miles below the Falls, the other a run of 16 miles further to St. Catharines, thence by steamer *Empress of India* across from Port Dalhousie, and still another entirely by rail. But nothing can be more pleasant or delightful than the trip by water by either of the fine new steamers, *Cibola* or the famous *Chicora*, which daily make two trips each way across Lake Ontario, between Toronto and Lewiston. The cars leave the Suspension Bridge to connect with the boat, the railway line, a branch of the N. Y. C. R. R., follows the course of the river, running along the high ridge, over looking the rapid stream and from which excellent views are obtained of the whirlpool, and the boiling turbulent waters, until we arrive at Lewiston, a pleasant and well built village at the head of navigation on the Niagara river, on the American side, nearly opposite the historic village of Queenstown, on the heights of which, the most prominent feature, is the monument erected in honor of General Brock, and commemorative of the war of 1812. Embarking at Lewiston, the current still running rapidly, we head down stream for about seven miles to Niagara on the Lake, our next landing on the Canada side. As we proceed the waters of the river become more tranquil, and the change in the aspect of the scenery is striking and beautiful as we

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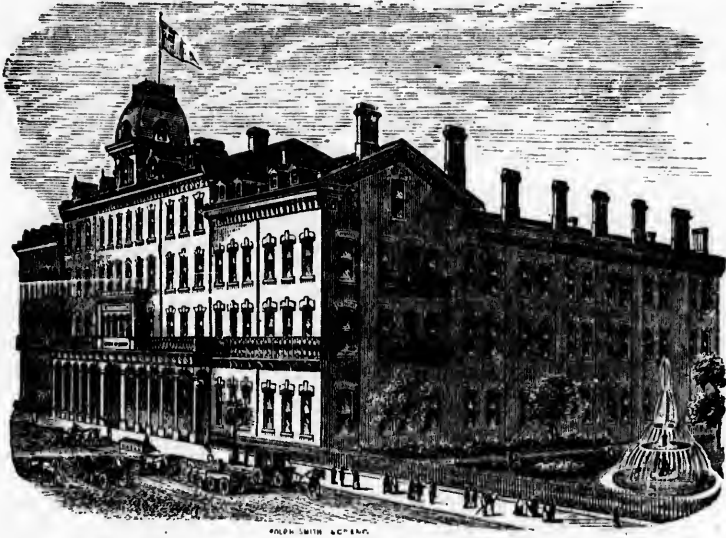
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THE QUEEN'S ROYAL.

town of "Niagara on the Lake," and singling out the "Queen's Royal," a short stay at this elegant hostelry is advisable. The building itself is the equal in every respect of the most pretentious that the watering places of the Dominion can boast. The exterior is broken and adorned with heavy windows and folding crystal doors, encircled by broad and spacious balconies and architectural adornments, at once relieving its expanse, and charming the eye of the beholder, whilst from its piazza is afforded a sheltered promenade, from which the view ranges unobstructed over the manifold beauties of both river and lake. This summer palace occupies the highest point of land and is situated so as to feel the effects of even the gentlest summer breeze. Every detail of the structure and its surrounding grounds has been finished as near perfection as artistic skill and attentive management can suggest. Inside, the imposing office, grand stairway, spacious vestibule, and elegantly furnished drawing rooms, with the well appointed parlours and dining hall, present a pleasant anticipation; the seclusion enjoyed, with numerous other details, where every wish or taste of the visitor has been delicately foreseen and seemingly provided for, combine to render the hotel a favorite with those who enjoy a quiet life on the borders of forest and lake. Messrs. J. C. Winnett and Commodore Thomas McGaw, of the Queen's Hotel, Toronto, two of the most popular landlords in the province, render personal supervision over the "Queen's Royal," and the guests that find shelter during the heated summer months under its hospitable roof may be considered fortunate; whilst the time swiftly glides away. The structure and grounds faces the beach which sweeps around the water line in graceful curves, affording views of the varied shores of Lake Ontario and the Niagara River, which, mingling in the bright landscape, affords keen delight to the eye of the beholder, whilst at the back, through the cool depths of the surrounding woods, are entrancing rambles, and the hot mid-day hours are passed in comfort off the shoals near Fort Niagara, on the American side, are the bass fishing grounds, where the disciples of Isaac Walton find sport to their heart's content. The table of the hotel is kept well supplied with the game and fish so plentiful in the Province, whilst the attractions in the way, yachting, boating and summer sports, are unequalled. Crossing the lake by the steamer *Chicora*, and arriving at Toronto, should the visitor become a guest at the "Queen's" he will find

himself still under the able management of those royal caterers, Messrs. Winnett and McGaw, what the "Langham" is to the city of London, or the "Hotel Bristol" to vivacious Paris, such is the aristocratic "Queen's" to the city of Toronto. So well known is this hotel as the abode of Vice-Royalty, and the Dominion Cabinet ministers when in the city, that for all



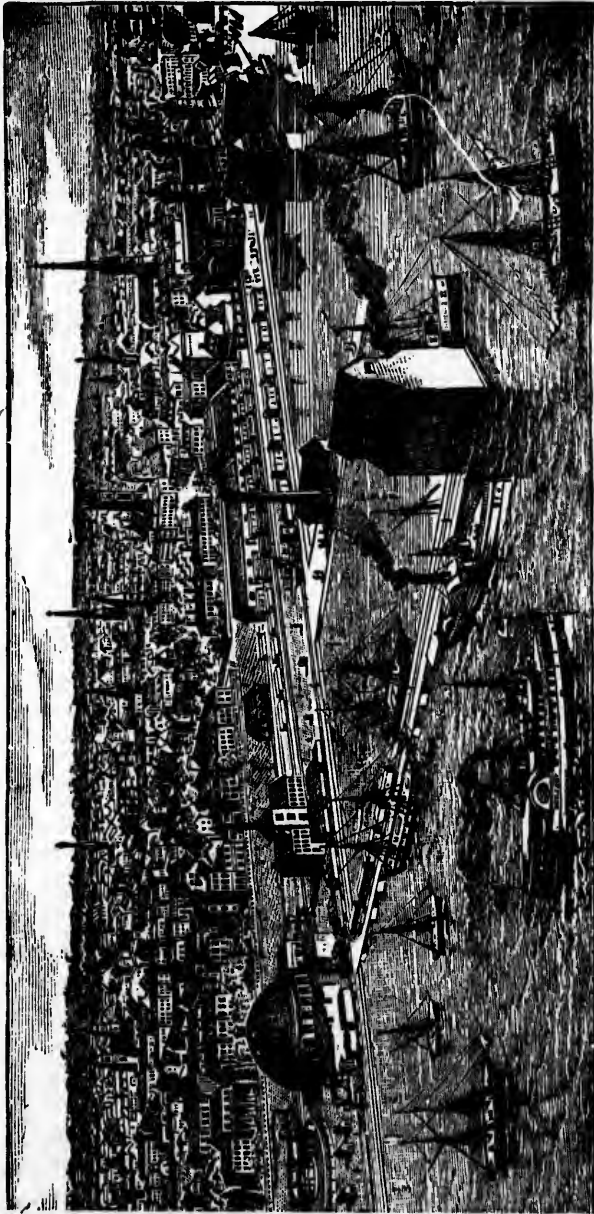
QUEEN'S HOTEL, TORONTO.

those who wish to mingle with the representatives of the nation, there is no choice as to the hotel to select. Another of the system is the "Tecumseh," at London, under the same proprietorship, and ere long it is hoped that still another will radiate around the "Queen's" from the islands of the Georgian Bay. Opposite to the town is Youngstown, on the American side, whilst Fort Niagara commands the mouth of the river and overlooks the dismantled Fort Massasauga, on the Canadian side. The varied associations connected with these forts, and the reminiscences of early times and early settlement is well worth some study on the part of the tourist. On board of our swift steamer again, we make for the open waters of the lake, resting in the elegant saloon, and giving way entirely to the delicious feeling of comfort and safety that the appointments of these superb vessels inspire. The run across the lakes amidst such surroundings is most pleasant, and numbers remain on the boat all day crossing and

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recrossing, before tiring of the novelty or wearying with the contentment inspired by the passage. For a little while when in the middle of the lake, we are apparently out of sight of land, but soon we bring to view the city of Toronto, seemingly rising from the water, directly ahead of us. The aspect of Toronto as we approach from the lake is a very pleasing one, and its numerous public buildings, wharves, elevators and sailing craft, promote the idea that it is a bustling and important commercial city.

THE CITY OF TORONTO. 1

is in itself a study, and for a few days we are fully occupied in looking up its history and noticing the peculiarities of its people. The first fact which impresses itself on the mind of the visitor to Ontario is, that he is in the midst of an English-speaking community, thoroughly English in their manner, and loyal to the Crown. On every side the hand of friendship is extended, and the stranger feels that he is welcome. As early as 1749, Toronto was located as a trading post by the French, and called by them Fort Rouillé, and in the early colonial documents, forwarded to Paris by Du Lhu and De la Durantaye, was spoken of as an excellent location for a settlement on Lake Ontario. As late as 1807, the town numbered but a population of 580, who resided in two brick buildings, four block houses, and a few log huts; still it was the seat of Government for the province, but so limited were its resources that from an autograph letter by the Lieutenant-Governor of the provinces to the inhabitants, he gives them six months' notice to provide provision and accommodation for twenty-five gentlemen, members of the Provincial Parliament, which contrasts strongly with the present city of nearly 100,000 people, and where ample accommodation and sustenance for 50,000 more can be provided at twelve hours' notice. Being, however, the seat of Government, the name was soon changed from Fort Rouillé to the present one of Toronto. For some time the origin of the word could not be properly accounted for, and several commentators held antagonistic views in regard to it. Gabriel Segard, in his "Dictionnaire de la langue Huronne," published in 1636, claims it merely as an exclamation, whilst others contend that the proper pronunciation should be O-toronton, and that finally the vocable Toronto was the outcome of the dispute, but the most reliable definition was that the name was applied by the Huron Indians to a locality on Lake Simcoe, used as a trading post, which signifies, "oak trees growing out of the Lake." The City of Toronto is situated on Toronto Bay and an arm of Lake Ontario,

and in N. lat. 43° 32', W. lon. 79° 20'. The bay is a sheet of water excellent for boating, about four miles long and two in width, separated from the main body of the lake by a long strip of sandy beach, called Hanlan's Island, on which a light house, numerous cottages, and summer restaurants are located. The Island is very popular with the citizens and visitors, being used as a park and Sunday resort for families; fine public baths are erected at the eastern end of the Island, which were presented to the city by Erastus Wiman. To ramble and shop in its spacious streets is a delight fully appreciated by the female visitor, whilst the student may have his time fully taken up with old manuscripts, histories, and general literature at the numerous libraries, both public and private. The Provincial Parliament Library, now under the superintendence of Wm. Houston, Esq., M.A., and which was an inception of Mr. S. J. Watson in the year of Confederation, 1868, contains upwards of 15,000 volumes of a selected nature, access to which, when Parliament is not in session, is freely accorded to all. The other libraries evince the same spirit, and the visiting student soon learns to appreciate the disinterested kindness met with. For ramblers, there is the Victoria Park, the various drives to Streetsville, Parkdale, the Don and Aurora, or, for home folks, the public buildings to inspect, such as the Houses of Parliament, the third of the series. The first Parliament buildings were erected of wood, and destroyed by an incendiary, supposed to be in pay of the invaders, in 1813. They consisted of two Legislative Halls, Offices for Committees, and the Courts of Justice; the Parliamentary Library and all its contents were destroyed, the Church robbed, and the Town Library totally pillaged. The next Parliament block of buildings was erected in 1818, but they suffered the same fate as the former, through an accident, in the year 1824, which cleared the way for the fine legislative pile now standing. The province of Ontario is represented in the House by 88 members, whose deliberations since confederation so far have been such as to maintain the claim of evolving a model Government. For twelve years past, what is familiarly termed the Mowat Government, has been under the guidance and leadership of the Honorable Oliver Mowat, Premier and Attorney-General of the province, to whose astuteness and forethought the people are indebted for the pleasant realization that they have a surplus in the exchequer of some \$5,000,000, with every indication of a prolonged period of prosperity for the province. The Hon. Oliver is now in his 64th year, and during his administration has had some formidable difficulties to encounter and surmount before accomplishing the present happy aspect of his progressive ideas. In person, he is a pleas-

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ant, affable gentleman, whose benignity of countenance and courteousness of demeanour is ever remembered by those who have the pleasure of meeting him. In the Assembly he appears young and vivacious, quick at grasping the point in question, and vigorous in attack ; his form erect, and his bearing courtly and dignified, with a frank and genial way that has endeared him to the hearts and won the respect and friendship of the whole community, a majority of whom still hope to see their favorite exalted to the premiership of the nation. Toronto boasts of some fine and even elegant public buildings, such as Osgoode Hall and the residence of the Lieutenant, Governor, the University, Cathedral, Colleges, Custom House, Post Office and Churches of all donominations.



THE NORMAL SCHOOL.

The Normal School is the centre of the public school system of the Province, and the system pursued will afford gratification to those having time to inspect its workings, and who are interested in the education of the masses as a means for the advancement of Christian civilization. The Botanical Gardens surrounding it are kept in fine order, and the conservatories display a choice assortment of flora and fauna. In the Art Gallery is an excellent collection of paintings and statuary. The offices of the Minister of Education, and the Depository of Books, etc, are located in the building. The Hon. Minister, G. W. Ross, of Strathroy, formerly M.P., is at present actively engaged is evolving a practical system of imparting useful knowledge to the rising generation, as nearly perfect as any on the continent, and which will amply repay the time expended in perusal.

The Canadian Institute, situated on Richmond street, is an institution mainly supported by the scientific men of the city. It contains a fine library and lecture room.

The Royal Canadian Yacht Club has its houses on the island opposite the city. The club numbers amongst its members some of the most aristocratic of the boating fraternity.

The clubs of the city are the National on Bay street, the Toronto Club on York street, and the Reform (a political club) on Wellington street.

The Lieutenant-Governor's mansion, occupying the block at King street west and Simcoe street, is of an elegant appearance, and built in the modern French style of architecture. The interior is both handsome and roomy, with fine hall and a grand staircase, off from which are spacious reception rooms, while on the ground floors is an ample ball-room and a splendid conservatory. The grounds are extensive, and are well laid out with flower beds and shrubbery, terraced walks and velvety lawns; and the Governor generously allowing the visitor access. A pleasant half hour can be indulged in viewing the surroundings.

A short walk up Simcoe street brings us on to Queen. Then keeping north, a mile of chestnuts and maples flank a drive that was one of the city's chief attractions. A pathway leads alongside, which in the vista opens out upon the Queen's Park. At the entrance to the drive stands a fine structure, classic in its design, named after the first Chief Justice of the Province, and in which the various High Courts are held. But passing onward, the sight up the Avenue, thickly flanked with stately trees, is charming; but soon we emerge from the grateful shade into the sunlight of the open Park. At its entrance, within a terraced enclosure, is a fine fountain, kept playing during the heated days of summer, whilst a maze of bright-colored flowers and shrubbery present a refreshing view to the eye, and form a fine carpeting at the feet of a couple of Russian guns, brought from the vicinity of the Crimea. A fine field of green sward, studded with oak, cedar and maple, forms a recreation ground for the thronging thousands of tired citizens; and in a part circle to the east are some elegant villas, whilst on the west is the University and the grand structures forming the new Parliament Houses for the Province. A monument is erected to Her Majesty Queen Victoria, and near the ravine are the monuments to the Canadian volunteers who fell at Ridgeway in 1864, and one also to George Brown. On the open plateau in front is the favorite grounds on

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which the volunteers exercise. North of the Park are situated St. Michael's College and St. Joseph's Convent. Opposite the northern exit stands the Church of the Redeemer, and eastward, within the University ground, is McMaster Hall, the college of the Baptist denomination. The building presents a massive appearance, being built of a rich dark brown stone, with dressings of black and red brick. The college was the gift of McMaster, and possesses all the appliances for the theological training of the ministry of that denomination. From Bloor street, or the old Sydenham road, the adjoining suburb of Yorkville extends north and east, whilst to the west lays Scaton Village, and scattered all around are the suburban residences of wealthy merchants.



TORONTO UNIVERSITY.

The University is claimed to be one of the finest buildings of its kind on the continent. It is a Norman pile of fine proportions, and in harmony and architectural features ranks next to the contemplated Parliament buildings. There is a massive tower and sculptured doorway. The hall and corridors

are in keeping with the academic character of the buildings, and great joists and rafters are freely exposed to view. On the ground floor are the lecture rooms and laboratory, and on the upper floor the museum and library. To the rear on the east is the Convocation Hall, and on the west are residences for students. Facing the University is the School of Practical Science and the Bureau of Astronomical Observation for the Province, at the rear of which is Wycliffe College, the divinity school of the Evangelical section of the Anglican Church. Close by is Spadina avenue, the widest in the city, and at its head we find the new home of Knox College, a handsome building devoted to the training of students for the Calvinistic doctrines of the Presbyterian Church. North of the college and the region of St. George street may be termed the aristocratic portion of the city. Westward the pretty little suburb of Parkdale bounds the city, and presents a network of streets and avenues, with handsome villas and rows of houses, whilst the rapidly advancing growth of Toronto augurs well for the stability of homes for the future. Among the many delightful residences in this the flowery suburb is the home of H. H. Cook, Esq., M.P. for East Simcoe.

The tourist, naturally remaining a few days in Toronto, therefore will endeavor to select a hotel at which he will secure every care and attention. The "Queen's" is strictly first-class in all its appointments, and is situated on Front street near Bay. The Palmer, at the corner of King and York streets, also offers good inducements, and is most liberally patronized by visitors and tourists. The Palmer is the city representative of the Kirby House at Brantford, both owned by J. C. Palmer, Esq., who has a continental fame as a genial host and an accomplished caterer. So between these houses our visitors may choose to suit themselves, being fully assured that at either house they will be well cared for.

But leaving the city we take the Midland Division of the Grand Trunk Railway to the eastward, and for fifty miles rush through a delightful suburban country; its meadows rich in hay and growing crops; the inviting shade of its woodlands and the sparkle of the clear waters of its streams seemingly offering to the traveller quietness, repose and peace.

Passing the cosy villages of Scarboro, Markham and Stouffville we catch but a glimpse of the thriving town of Uxbridge, and arrive at Blackwater Junction for refreshments, whilst the trains are being made up for us to extend our journey to the north. This station, on the route of 125 miles from Toronto to Midland, became a necessity, and the proprietor, John Hanna, certainly takes a pride in the reputation he has established

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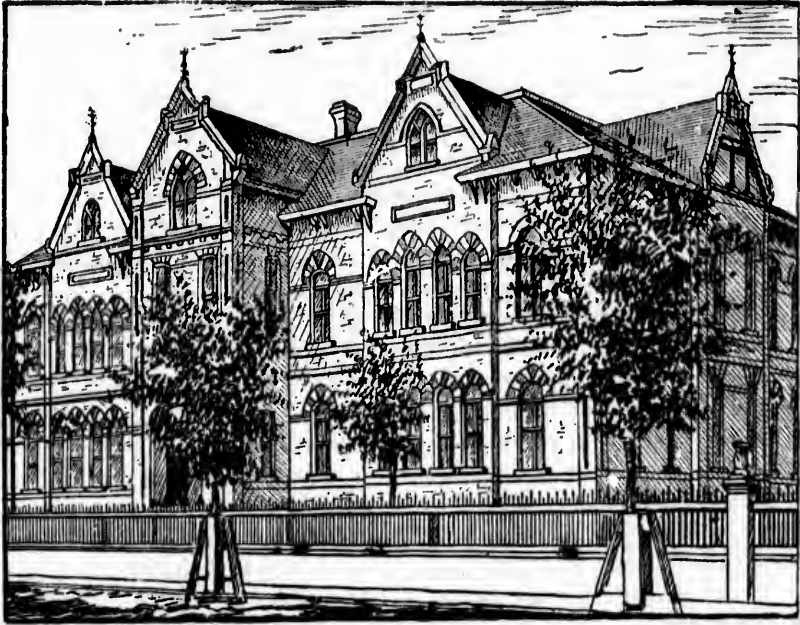
for his rooms. From this point we go north under the veteran conductorship of John Lethbridge or Reuben Mimms, both residents of Midland, and courteous and obliging employés of the railway—the class of men, should the Government ever obtain entire control of the railway system, whose long years of faithful service should not be overlooked. Passing Sunderland and Cannington we arrive at Lorneville Junction, $64\frac{1}{2}$ miles from Toronto. Connection is here made for Lindsay and Coboconk, a branch road of some $37\frac{1}{2}$ miles in extent.

Thence on to Beaverton, a pretty spot on the Beaver River, and bordering on Lake Simcoe. Its beach for bathing and its gentle declivity for safe boating are unsurpassed in the inland lakes of the Province. Being a Scotch constituency, so to speak, there is a thorough affinity certainly noticeable; and to those who are acquainted with the sons of the heather know that a fair amount of prosperity attends them. The surroundings are excellent for a summer visit, whilst the family have ample country air and exercise at a very small cost. Here resides the member of Parliament for North Ontario, who gallantly wrested the seat from its former member of an altogether different set of politics to the present member. Frank Madill, M.A., M.P., of Beaverton, was born in the township of Scott in the county of Ontario; educated at Uxbridge and Whitby High Schools and Toronto University, where he graduated B.A. in 1873 and M.A. 1876; studied law in office of the late Hon. J. Hillyard Cameron, and called to the Bar Michaelmas Term, 1877; first returned to Ontario Assembly 4th June, 1881, and sat until general election, 1883, at which he was an unsuccessful candidate for same seat; first returned to Commons at last general election, and bids fair to hold his own for several terms yet. Further we pass Cambridge, Brechin, Uptergrove and Atherley, thence crossing the Narrows arrive at Orillia.

ORILLIA

Much has been said and volumes written about the various summer resorts on the Eastern coasts, the Thousand Islands, the French Lower Provinces, and the Yankee coast of Maine, and many are the disappointed ones returning after a summer trip, with the complaint that the Thousand Islands are a delusion and a snare; the French lower coast a feeding ground for avaricious landlords and mosquitoes; whilst the coast of Maine with its damp and unhealthy fogs bring forth but malaria in its various forms, and disorganized vision in its victim. If the same amount of vim and ardour

had been exhibited by our publishers in proclaiming the merits of the resorts so thickly studding the coasts of Lakes Simcoe, Couchiching, the Severn River, Machedash and Gloucester, or Midland Bays, and the towns situated on the soil of the South coast of the Georgian Bay; not only



PUBLIC SCHOOL, ORILLIA.

the fashionable world would have taken advantage of the inducements offered, but the ones most interested: tourists, visitors, investors and emigrants would have materially benefited by the knowledge thus gained, but as James Curran of the *News-Letter* is enthusiastic on the varied attractions of the town, I will let him describe

PICTURESQUE ORILLIA.

Reader, if you have not visited Orillia, you have not seen the prettiest town in all Canada. It is yearly becoming more celebrated as an objective point for tourists. Ten years ago, barbarians dressed in Western style from the cities of the United States, would visit the town and camp on the islands in beautiful Lake Couchiching (Ojibway for Lake of Many Winds), but lately they have become civilized, and their numbers have greatly

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increased. The town is situated between two lakes, Simcoe and Couchiching, the waters of which are the clearest on the continent. Nature has provided a rare and inviting site for the town, and the scenery surrounding it is enchanting in the extreme. It is situated on what might be termed "holy ground," for long before the French flag gave way to the Union Jack on the citadel of Quebec, its present site was the centre of a civilization which, however imperfect, was yet full of romantic pathos and thrilling incidents. With the one side of the town bordering on the edge of the crystal waters of Lake Couchiching and the other on Lake Simcoe, Orillia has advantages unequalled in any other town in Canada. It was on account of its unrivalled position that the Indians selected the narrow strip of land which divides the two beautiful sheets of waters, as the basis of their operations in that district for hundreds of years. It is stated on the authority of the early voyageurs and missionaries, that as far back as three hundred years ago, in the district which stretches in a north-westerly direction from Lake Simcoe to the Georgian Bay, there were no less than 50,000 Indians domiciled in eighteen villages.

What tragical scenes must have been enacted there while the Indian was permitted to revel in the luxury of nature free from the destructive influences of civilization. It was there that Champlain planned and marshalled the expedition against the Iroquois, which proved for over a hundred years such a source of peril and death to early settlers in Canada. In that district the patient and self-sacrificing missionaries, DeBrebeuf, Lallemant and Garnier planted the standard of the Cross of Christ, and there they suffered the most revolting hardships until their labors were finally crowned by martyrdom. The hostile Iroquois frequently crossed the "Narrows" on their mission of death to the villages all along the district of which we are speaking, and reduced many of them to ashes, amid the horrible wail of men, women and children relentlessly slaughtered. The history of Orillia is not confined altogether to the last fifty years, but extends to hundreds of years. At a later date, and within the memory of some of its present inhabitants, it was the seat of a kingdom containing 20,000 subjects, being the largest in one district in Canada during that time. As far back as the year 1841, Chief Yellowhead had his palace wigwam there, which on the removal of the Indians to Rama, on the opposite shore of Lake Couchiching, and which is yet occupied by a remnant of the Ojibway tribe, the building was for many years afterwards utilized as the English church parsonage. The council chamber, in which the subordinate Indian chiefs counselled the King on matters pertaining to peace and war, was used for

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the more noble purpose of preaching the gospel, it having been the only place of worship in the little settlement up to the year 1852, so that Orillia can boast of having some tradition to fall back on, and its people can take the visitor to scenes which testify of deeds in their own way interesting, if not productive of thought and imagination. If it were not for anything else but the picturesque location of the town, a visit to it is amply repaid. Strangers who arrive there are amazed at the grandeur of the scenery in the surrounding district. This is no doubt the cause of the large number of tourists who frequent the locality in the summer season. Even Dr. Kohl, the celebrated German scholar and traveller, who paid the town a visit some thirty years ago, was enraptured with what he saw. He was escorted by a friend to a spot where a magnificent view can be had of the surrounding district. On seeing the bush with its variegated color, and the beautiful Lake Couchiching lying underneath him like "one burnished sheet of living gold" the traveller exclaimed, "in all my travels I have never seen so beautiful a scene." One could enlarge to a great length on a town of such happy environments.

The name Orillia is taken either from the Ojibway (of the Huron Confederation) Orelia, a beautiful plant with a red berry, which was found here, or the Spanish Orillia, "a place on the shore." The Indians were moved to Rama by treaty in 1827, but the whites did not have their own way till several years after. Orillia was made a village in 1867 and a town in 1874. It has now a population of 5,000, and is already famous. It has a \$50,000 system of water works and electric lighting, two of the finest race tracks in the province, its ball fields and sculling courses are not beaten in Canada, its half dozen parks are simply perfection, its railway and steamboat connection is unrivalled, and its attractions are without number. A famous Orillian has said "I don't want to go to heaven, as long as Orillia and Couchiching exist," and this statement is endorsed by numbers of the citizens in it.

On account of its great beauty and advantageous situation, the outskirts of the town and along the lake shore is dotted with a great many residences of retired gentlemen, who have selected it as the most suitable place to enjoy life. Almost everyone has read or heard something of Orillia, but all have not seen it and its picturesque surroundings. To those we will say, that it is impossible to give any conception of what the town is like. If you call at Orillia you will find as good hotels as there are in Canada, and there are some magnificent islands to camp on within easy reach of the town.

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There are many points of interest around Lake Couchiching, which is twelve miles long by four broad. On the south shore are several residences and parks, and close to the "Narrows" which connects it with Lake Simcoe, and which is crossed by three bridges a half a mile long, is the famous Couchiching Park, so well known throughout America. On the west shore is Rama and its Indian Council, church and brass band. The Ojibways will be found very competent and polite guides. Pa-ta-sah-ga, the silver-tongued orator of the tribe, dined with Queen Victoria at Windsor Castle, and is therefore a chief of great distinction. Lake St. John, (known to the Indians as Sinjin) is only half a mile from Couchiching by Portage, on its west side. In common with Couchiching there is splendid scenery and good fishing on it. The north end of Couchiching is very rocky and picturesque. Washago, a hamlet with railroad facilities, is situated at the mouth of the Severn River, at the extreme northern extremity of the lake.

Tourist! what can be more delightful on a sweltering hot day in July or August than to take your boat, and rowing along the shore to some shady nook, run the nose of the craft up on the beach, and then fixing your cushions comfortably, lie back and enjoy your pipe and novel? There are places without number where ladies and children can spend a quiet afternoon picnicking without being disturbed.

It is a curious fact that at the last exhibition of the Ontario Society of Artists the scenery around Couchiching were represented by more pictures than any half dozen other on the inland lakes.

The town has been visited by numerous celebrated men and they have all passed encomiums on it and its scenery. Goldwin Smith presented a town park to it. One of them said the place from the lake reminded him of an old Swiss town. The long avenues lined with trees are certainly beautiful.

Lake Simcoe, about 30 miles long by 20 broad is a delightful sheet of water; there are several large summer hotels on it, and a day's trip on one of the steamers around it is a supremely pleasant journey. Strawberry Island, eight miles from Orillia, has a large hotel, cottages and ball grounds. Indians are located on Georgian Island.

The Provincial Idiot Asylum Buildings, erected at a cost of over \$300,000, are located at Orillia.

Valuable gold and coal finds are reported near the town, which no doubt shortly will be developed.

From Orillia we run on past the little suburb of Utofff and soon arrive at the location of the old Huron village, near which site now stands the village of

COLDWATER.

Among the many places of interest on the Georgian Bay the little village of Coldwater holds a leading place. To the sportsman or antiquarian, it affords material for many a profitably spent holiday. Situated on the Coldwater river, one of the finest trout streams in the province; in the heart of a once flourishing aboriginal centre, and bounded by the great game region which extends from the township of Matchedash northward, it is annually the Mecca of many an ardent sportsman and an amateur archaeologist. It is an older place than Toronto and up to the year 1840 was peopled by a tribe of Ojibway Indians, now removed by the government to Manitoulin Island. The old council hall and school-house is still standing. Relics of the departed red-man are unearthed in large numbers hereabouts and several "pits" where indian remains have been found in large numbers have been met with. At Indian Hills, a mile from Coldwater stood another Indian village, and here too those who take pleasure in Canadian History may find abundance of interesting details. During the past five years Coldwater has taken a decided forward move and is now a fine business place and growing yearly. It has several fine business men among whom may be specially mentioned, W. H. Manning, hardware; J. C. Arnold and Jno. Gray, general stores, and W. J. Leetterdale, who does a very large business in carriage manufacturing. The local paper the *Tribune* is a fine and newsy sheet. Coldwater has two fine brick churches, a commodious public school, large saw and grist mills, both of which are owned by Messrs. Hovering & Co. The latest accession to the good things of the village is a first-class brass band; and in the event of the proposed railway branch of the C. P. R., being built, Coldwater will have a station on Canada's leading railway.

Coldwater is distant from Midland 18 miles, Orillia 15, and Toronto 100. Fesserton, two and a half miles from Coldwater, evidently intended by nature for a watering place is at present wholly given up to the timbering trade. It has six saw and shingle mills operated by, Haking, Wask & Co., Mountsberg, Ont.; E. M. Whitten, Orillia; Brissley and Wood, Toronto; and Josiah Keen, and D. Martin, of Fesserton. It is beautifully situated on Matchedash Bay, is the best place for duck-shooting in the district, and

stands unrivalled as a place of resort for the business man seeking rest or the sportsman on the look out for game. The scenery hereabouts is seldom equalled and certainly not excelled.

WAUBAUSHENE.

From Fesserton four miles brings us to the thriving Waubauskene. Nothing takes the eye of the new arrival so quickly as the air of neatness and cleanliness that is apparent in every direction. Each house has seemingly just been painted and every fence newly whitewashed, while the general aspect is prettily blended. Gazing up the rise, from the station, the land is laid off in lawns, and terraces, surmounted by the residences of A. M. Dodge and James Scott, looking, by the perfect order of their surroundings, as if they were setting the example, and inculcating the lesson of neatness and comfort that the rest were assiduously endeavoring to emulate. The village itself, in a business way, is strictly a lumbering one, but the many attractions that surround it on every side will undoubtedly cause it to become in a short time both a popular and attractive summer resort; but it was the location of the large mills of the late W. E. Dodge, of New York City, that at once developed life in the district. The mill at this point cuts some twenty-six million feet annually, and when it is considered that the other mills of the firm located at Port Severn cut seven million, Collingwood twenty-five million, Upper and Lower Byng Inlet mills fifteen million each, some idea may be formed of the immense business of the firm and their large investments in the lumber interests. Then the headquarters being established at this point, the immense advantage derived by the community can only be conjectured. The actual cash annually disbursed through the office here amounts to \$250,000, and when to that is added the fact, that all the supplies for their vast enterprise are purchased in Canada, and for which a still larger sum is expended, the effect of that upon the district generally must be appreciable. To the worthy president of the Georgian Bay Consolidated Lumber Company, Arthur M. Dodge, Cleveland H. Dodge, and the secretary-treasurer, James Scott, the people of Waubauskene and Port Severn owe a debt of gratitude not easily repaid. These gentlemen, under all circumstances, have made special efforts in the direction of looking after the comfort and welfare of their numerous employés, however humble their position. Apart from the interest engendered by their work, they have contributed well to the establishment of all manly and healthful sports and recreation. They have curtailed the hours of labor, established clubs for recreation, and libraries for education; and whilst such

has been the interest taken in the welfare of the men, Mrs. Dodge has been equally as active in promoting the welfare of the wives of the employés and the village people generally. She takes a personal pride in the duties she has assumed, and the population themselves are the best evidence of the success of her ministrations. The library, generously donated by Mr. Dodge, was established for the amusement and entertainment of the townsfolk. It contains a fine selection of books, and is profusely supplied with magazines, periodicals, and other means for giving both general and local information. There are two hotels in the village for the accommodation of the public, and the proprietor of the Dunkin House takes especial pride in his preparations. In order to provide his visitors with aquatic sports, he has lately added several small row and sail-boats to his outfit especially, for the accommodation and amusement of his guests.

At Sturgeon Bay, the next stop, are the mills and general store of J. S. Playfair, the annual cut being some five million feet. Still onward, and we reach Victoria Harbor, whose mills turn out some fifteen million feet yearly. There are two hotels for the accommodation of visitors at this place, and boats can be obtained for guests coming on to Midland. Capital drives into the country can be made during the dry weather, the roads being firm and hard and pleasant to travel over.

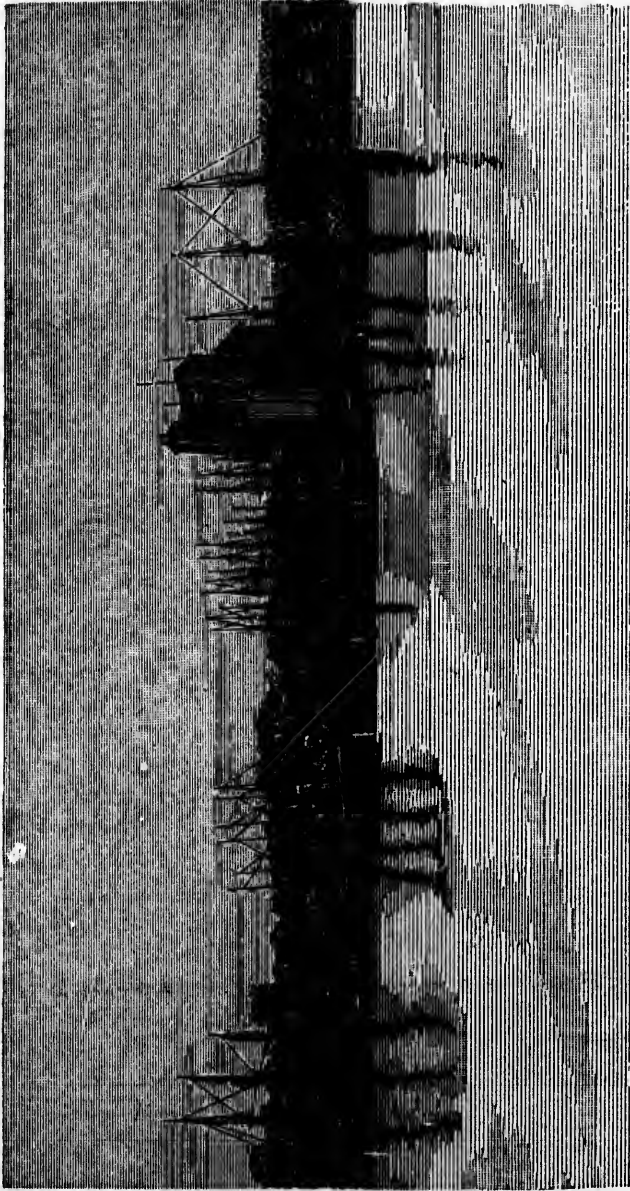
SIMCOE COUNTY "MIDLAND."

About the earliest consecutive mention we have of the peninsula formed by the waters of the Machedash bay to the east and that of the Nottawasaga bay on the west, was at the landing of Francois du Peron, on the 29th Sept., 1638. At that time the section was the heart and the stronghold of the Onendat or the Huron nation, and numerous populous towns were scattered at short intervals within its borders. On the shore of the Nottawasaga bay, were Ossossonè, afterwards called by the Jesuits who took up their residence and received a hearty welcome from its red citizens, La Conception, north of which, near Thunder Bay, was Arentè, east, near the point known as "Pinerie" point on the Penetanguishene bay was Thontariria, down the bay, and about a mile west from the site of the present town of Penetanguishene, was Wenrio. To the southward and eastward of which were situated Anonatea and Onnentisati, whilst nearer the southern confines of the nation, bounded by the waters of "Wentaron" (the present Lake Simcoe), was the town of Tenanstaye. The section had

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been passed through as early as 1615 by the explorers Champlain and Le Carron, who estimated the population at about 10,000, whilst a later visitor in the person of Jean de Brebeuf, in 1835, found twenty villages and a population he estimated at 20,000, but Le Mercier De Quen, and Dollier De Casson, according to the "Relation des Hurons," of date 1660, state the population at from 30 to 35,000, thus the district was found to be a fine field for trading and missionary efforts. According to the "Jesuits of North America," the region at that time was an alternation of meadows and deep forests, interlaced with foot paths leading from town to town, of which a few were fortified, but all were of a similar construction, that is now extinct, having long since ceased to exist. The nearest modern approach to them being seen in the permanent bark villages of the Dacotah in the St. Peters. In area they covered a space of from one to ten acres; the dwellings clustered together with little or no pretensions to order. In general the structures were about 30 or 35 feet in length, breadth and height, although Champlain states that he saw them in 1615, more than 30 fathoms or 180 feet long: while Vanderdonk reports the length, from actual measurement of an Iroquois house, at 180 yards or 540 feet, which in shape much resembled an arbor overarching a garden walk, framed with tall strong saplings, planted in a double row, to form the two sides of the house, bent until they met and lashed together at the top, to these other poles were bound transversely, and the whole was covered with large sheets of the bark of the oak, elm, spruce, or white cedar, overlapping like the shingles of a roof, upon which, split poles were made fast with cords of linden bark, at the crown of the arch along the entire length of the house, an opening a foot wide was left for the admission of light and the escape of smoke, whilst at each end was a close porch of similar construction, and here were stored in casks of bark, their provisions of smoked fish, Indian corn, etc., that the frosts would not injure. Inside, platforms were raised a foot or so from the earthen floor for the entire length, in sections 12 or 13 feet long, with intervening spaces where the family stored their provisions and other articles. A few feet above was another platform generally occupied by the children, these platforms were formed by thick sheets of bark supported by posts and transverse poles, and covered with mats and skins, some of which were very valuable. These were the beds of the summer, and the spaces left served for storage for the firewood. The fires were built on the ground, and ranged in a line down the middle of the house, each fire was sufficient for two families who, in winter, slept closely packed around them, above were a number of poles from which were

suspended weapons, clothing, skins and ornaments, and in harvest time the squaws hung ears of unshelled corn, dried fish, etc., that contrasted greatly from its general lining of soot formed from the smoke of the fires, with neither draught, chimney, nor window: for the house was but one chamber sometimes lodging more than twenty families, and the visitor entering on a winter's night beheld a strange spectacle: the vista of fires lighting the smoky concave; the bronzed groups encircling each, cooking, eating, gambling, or amusing themselves with idle badinage, shrivelled squaws, hideous with three score years of hardship, gristly old warriors scarred with Iroquois war clubs, young aspirants whose honors were yet to be won; dansels gay with ocre and wampum; restless children, pell mell with restless dogs. Ever and anon, a tongue of resinous flame painted each wild feature in vivid light, now the fitful gleam expired and the group vanished from sight, as their nation has since vanished from history. There was little game in the Huron country, even at that time, the staple being Indian corn, venison was found only at feasts; dog flesh was in high esteem, and captive bears were fattened for festive occasions. Being settled and grouped together some of the arts of life were practiced. The squaws made earthen pots for cooking, which afterwards gave way to the kettles of the French traders. They wove rush mats with considerable skill, spun twine from hemp by rolling it on their thighs, and of this they made nets, they extracted oil from fish, and from sunflower seeds, ground their maize, made stone axes, speers and arrow heads, and bone fish hooks, and used shields of raw hide, and of twigs overlaid with twisted and plaited thongs of skin, but the masterpiece of Huron handiwork was the birch canoe, and even the degenerate decendants of some of those Indian tribes to-day construct a canoe that will outride far heavier weather than the average small boat of the coast towns perfected by the skill of the white man. The dress of the Hurons was chiefly of skins cured with smoke after the known Indian method, whilst the dress and actions of the woman was described by the Jesuit fathers as being more modest "than that of our most pious ladies of France," and they were described as being hospitable without stint. One of the best traits of the then Indian character is thus recorded by Le Mercier. At Thonatriia, a house occupied by a family of orphan children was burned to the ground leaving the inmates destitute. The villagers united to aid them. Each contributed something and they were soon better provided for than before. Such then were the people amongst whom Du Peron found himself, and the cordial reception and hearty welcome he and his companions received at the hands of the

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Indians soon brought quite a number of the Fathers and the attendants from both new and old France to claim a portion of the hospitality so generously extended to their comrades. These attendants for the most part were men who accompanied the mission without pay, but who in return for their services were allowed to trade with the Indians for furs and other valuables, which they were required to sell to the magazine of the establishment at a fixed price, and there is a probability in the conjecture that the profits in the trade with the Indians were reaped not in their own behoof but for that of the mission; for the Jesuits, even at this early period, were often and loudly charged with sharing in the fur trade, and it is certain that this charge was not without foundation, for it was not only spoken of by LeJeune in the Relation in 1657, but he time and again wrote letters of defence of the actions of the Fathers. So whilst the holy Fathers were busy preaching humility and submission their attendants were quietly stripping the unsuspecting Indians of everything valuable; whilst their attendants and traders were educating them in the vices and evils of Quebec and old France. This course soon bore legitimate results, and a residence in the once hospitable towns became unpleasant all around. In fact so open was distrust and suspicion evinced by the Indians that it caused the priests to abandon their original plan of forming permanent missions in each of the principal Huron towns, for before the close of the year 1639 they declare the difficulties and risks of the scheme were becoming fully apparent. So two of their number, Garnier and Jogues, left to establish a mission among the Tionontates, or Tobacco nation, who resided among the blue mountain range, just west of where the town of Collingwood now stands, whilst the remainder determined to establish a central station at once, a fort, residence, magazine, hospital, and convent, where they could stand guard and fight for their treasures now rapidly accumulating, and be at the same time a focus whence the light of the faith could radiate through the wilderness around. It was during the time that the fathers lived so amicably with the hospitable tribes that they followed them in their roamings, grew familiar with their language, and learned their traits, so that the priests became powerful and were looked up to as oracles in the camp, but the unsavory actions of their attendants soon dispelled the halo which seemingly surrounded the holy men, and the painful object of their followers became apparent. In the meantime the moral status of the Indians had degenerated considerably, and the fathers openly denounced the Hurons as most consummate liars and inveterate thieves, and as among the Spartan virtues that of thieving was especially conspicuous, it became necessary

that one or more of the fathers should remain on guard at the house all day. (I would here remark parenthetically, that at this late period of 1888, could the Holy Fathers but return to some of the border districts of the bay they would be apt to form the opinion that the mantle of the extinct Hurons, with all its attendant attributes, had descended to the shoulders of some of the white men of the district, and is now becomingly and appropriately worn by them.) The Hurons also had a playful way of torturing and burning those traders and attendants who took too great an advantage in a trade, which made things both lively and interesting to the participants, and the eyes of the Indians looked longingly on the accumulating treasures of the magazine. But still the Hurons became more and more corrupt showing a marked degeneracy from their ancient manners, Megapolensis, in 1644, says that they were then exceedingly debauched and Greenhaulgh later on gives ample evidence of a shameless licence, and on all sides evidence of the corrupt nature and degeneracy of the Hurons as a tribe was quoted by Lafitaw, by LaPatherie, and also by Charlevoux, who mourns the sad and fallen estate of the once powerful tribe. Having thus made up their minds to protect their treasures and build a stronghold of their own, the fathers choose a site on the little river Wye, which flows from the south and enters the Machedash bay, about two and a half miles from the present town of Midlaud. About a mile from the mouth of the river, the stream widens into quite a little lake, and it was upon the right bank, as it issues from the lake, that the site of the new establishment was chosen, the missions at Teanaustaye and at Ossossanè were abandoned, and all hands were concentrated at the new fort of the cross, which in a few weeks was fully completed and garrisoned, and with elaborate ceremonies for that period, was christened Sainte Marie. Hence from under the shadow of the cross, the priests would set forth on missionary missions far and near, and hither they would return, as to an asylum in times of sickness or in extreme peril, on the return of their attendantss from an unusually successful trading expedition among the borderers on Lake Huron, or the neighboring tribes of the interior. The mission of Sainte Marie continued in existence until the year 1649, by which time the reign of the Hurons was complete. For three years past the Iroquois had devastated their towns, taken their warriors prisoners to the torture and the stake, and almost annihilated the tribe, burnt the Indian towns named in honor of the saints, and tomahawked and tortured some of the "black robes" among them, the pioneer fathers Brebeuf and Lalemant. Dr. Tache in describing the sites of the latter battle between the Iroquois and the Hurons, says :

"The site of St. Ignace still bears evidence of the catastrophe in the ashes and charcoal that indicate the position of the houses, and the fragments of broken pottery and half consumed bone, together with trinkets of stone, metal or glass, which have thus survived the lapse of two centuries and more. The disasters which befel the towns of St. Louis and St. Ignace at the hands of the Iroquois, completely paralyzed the Christianized Hurons, and within two weeks fifteen towns were abandoned through fear alone. The Father Superior felt with a pang that all their efforts had been in vain, and the time had arrived when the fort and mission at Sainte Marie must be abandoned. So they built a small boat to hold their stores and a large raft for their stock, furs, weapons, goods for barter, cattle, swine and poultry, and stripped Sainte Marie of everything that could be moved, and then set the habitation on fire. After witnessing its total destruction, they descended to the mouth of the Wye, went on board their raft and wended their way in company with the soldiers, laborers, and 200 Indian families to Ahoendoë, or Charity Island, one of the Christian Island group, about 20 miles distant, and which they rechristened St. Joseph, but which they also abandoned on the 10th of June, 1650, and returned to Quebec. It was on the 14th of June, 1649, when Sainte Marie was destroyed and forsaken, after nearly ten years labor and toil had been expended. The site of the old fort is well worth visiting by the tourist, and numerous relics of historical value have been found in its vicinity by those antiquarians who have found spare time sufficient to devote to the search, and relics are continually being upturned by the farmers whilst plowing in their fields. The towns thus being abandoned and the country rendered desolate, the whole peninsula soon again assumed its primitive wildness. Nothing more is heard of the section until about the year 1828-9, at which time a few of the more venturesome of the settlers from the neighboring settlement began taking up land on the gentle slope that terminates in the waters of the Gloucester bay, the lands being granted as pensions to the soldiers, and in recognition of their services in the wars of 1812-14. M. Macdonald, of Peterboro, M. Macdonald, an uncle of the present Squire Sam. Frazer, took up and located a section, a few others came and located, and then went away, until in 1841, there were but three settlers occupying the land back of the ridge to the south of the town James Devine, Ludlow and Jepps, were located, whilst Munday kept the tavern on the hill. At that time, except in very dry seasons, it was almost impossible to get from the ridge to the waters of the bay for any practicable purpose, the swamp between being almost impassible. Richard Murphy, whose family are

classed as one of these old residenters, tells a story of an ox driver in the early days of settlement who was in the habit of driving at times through the-swamp to the bay shore. On one of his trips he carried a passenger, who became more and more alarmed as the oxen sank deeper and deeper at every step into the morass, finally they apparently disappeared from view, when the passenger yelled: "Ach mon, an' whar's the oxen gang noo?" "Oh, dry up an' hould yer gab," responded driver Macdonald, 'they're all richt, dinna ye no see their horns?' But the timber after settlement was rapidly cut down, and the swamp land being productive, was drained and occupied by farmers until about ten years ago, when a land company was formed who, in conjunction of a few enterprising and speculative gentlemen such as the Burton Bros., recognizing the many advantages the site possessed as a location for a coast town, purchased the land from the farmers and settlers at what in this day would be called a nominal figure, had it surveyed and laid off into town lots, and commenced the foundation of a future city, with fine thoroughfares, wide business streets, and probably the widest and best adapted main street on the shores of the great lakes. They then began to sell real estate and homestead lots. The rapidity with which the lots were bought up and built upon was remarkable for even this enterprising section, and our town soon took on the appearance of a cluster of workingmen's homes.

MIDLAND.

The approach to the town of Midland from the waters of the Georgian Bay, is not unlike the Loch to Larne, in the North of Ireland, affording as it does one of the finest harbours on the chain of lakes for vessels of all sizes, with ample dock accommodation for a fleet. To those who delight in aquatic sports, boating, yachting or fishing, there is the magnificent harbour of nearly six miles in extent, whilst outside as far as the eye can reach expands the broad deep waters of the Georgian Bay. The harbour itself is well sheltered in time of storm, and attractive at all times, and we look forward to witness those regattas on the Gloucester and Machedash bays that have become so popular to the south and east of us. The fishing grounds directly opposite, off the Baxter coast, or among the numerous islands, so thickly distributed along the eastern coast of the bay, afford every pleasure to the pisciculturist, and no feeling gives the amateur fisherman so much satisfaction as to know when he returns at eventide that he is followed by two boys, and they bending under the weight of the load resulting from his first days catch, whilst they carry them from the boat to the hotel or boarding house.

The fish themselves are far finer specimens of trout, pickerel, bass and maskalonge, etc., than any to be found further to the south of us. Their flesh is firm and hard, a result undoubtedly of the cool and deep waters in which they were developed, whilst the flavour is simply delicious, and epicures combine in the assertion "that no finer flavoured fish exist than those which inhabit the waters of the Georgian Bay."

The water of the harbour deepening gradually forms excellent bathing grounds, without any sense of danger like that experienced on the sea coast of the Atlantic; no fear of the undertow that is so destructive at the ocean summer resorts, whilst the water is so clear and crystal that a pebble can be seen and picked up from almost any depth. To those who take delight in roaming through the woods, or driving through the country, we have fine roads of compact sandy loam, hard and smooth, so different from those of a clayey, muddy country; on a summer evening no enjoyment is so thorough, and no experience so delightful as a quiet ramble through the woods, or a stroll along the water's edge; or should the spirits incline to the vivacious, what can afford a greater sensation of pleasure than a drive in a good rig, and behind one of the fine blooded horses known as Georgian stock, either individually or with a party. One fact should not be omitted whilst speaking of the delights of a residence in this district, the air is rarified and bracing, whilst the nights are cool and pleasant, thus ensuring to our visitors a comfortable night's rest and sleep; whilst in the cities to the south of us, the inhabitants are recklessly tossing and sweltering with the heat, and one short week's sojourn on our shores, amongst our hills, or on the bay, will so rejuvenate the worn constitution of the over-worked people of the cities as to send them back fitted for a season's work, rejoicing in a new strength, and robust health. To the visitor, the air of seeming comfort and independence, visible both in the citizens themselves, as well as in the appearance of their residences and surroundings, is quite noticeable. No afflicted scions of a pseudo aristocracy are to be met with; all are workers and fully employed in their own pursuits, and each individual is seemingly content, while adding his quota to the interests of the community. The dwellings off the line of the business streets are as cosy and complete as any in the Province, the majority being surrounded by flower gardens, lawns and young orchards. The conservatories of the florists and the more wealthy are stocked with lovely and choice flowers from distant portions of the world, speak well for the refinement of the owners, and the cultivated tastes of the various members of the families residing in them. Even the hotels evince good taste in this direction, for we find on the

balconies and in the various hallways, rare plants and exotics charming to the eye, and pleasing to the sense with their delightful perfume. In a working and energetic community such as that found in Midland, it would be invidious to particularize, but the villas extending along Hugel, Dominion and Midland avenues, may be quoted without ostentation as being amongst the finest of their class on the line of coast, stylish and comfortable in their appointments, with pronounced æsthetic surroundings as any in the section, whilst the residents generally have evinced such knowledge, care and symmetry in the design and erection of their various domiciles, as to seemingly blend the labor of years with an evidence of skill and an eye to the beautiful in other countries, giving ample proof to the visitor that he is surrounded and in daily contact with a community of intelligence and experience.

THE CIVIC GOVERNMENT.

The town of Midland is governed by the Reeve, W. H. Bennett, and four councillors, Alexander Burton, C. A. Phillips, John Preston and J. C. Craighead, with H. F. Switzer as clerk of the municipality; with such men in the van, in the short space of ten years, the town has rivalled and outstripped in growth and business enterprise the neighboring town of Penetanguishene, whose slow arrival at its present status has occupied a space of time of nearly 200 years. To-day, Midland stands proudly forth, showing the results of energy, perseverance and determination, and disclaiming all fossilized or antiquated ideas, she fitly represents the vivacity and push of her citizens. Enterprises of all kinds meet at the hands of the reeve and his councillors a kindly reception and encouragement, and the result of such a policy is apparent in the life of the town itself, the real and personal property amounting to some \$375,000, whilst its population numbers 2,100. The Reeve, owing in part to his enterprising spirit, his sterling character and indomitable will, is most popular with the community, entering office this year by an overwhelming majority. To his instrumentality and the public spiritedness of his council the town is indebted for many of the improvements and public works she now possesses. The esplanade, the woollen and flouring mills, and the advocacy of the \$5000 school house, now in course of erection, bear ample evidence that the reeve and his councillors are fully alive to the wants of the town, and are actively engaged in forwarding its best interests, and upon the completion of the present enterprises they will certainly see something substantial as the result of their present public spirit.



W. H. BENNETT, REEVE OF MIDLAND.

Midland's Reeve, Mr. W. H. Bennett, who is still on the sunny side of 30, is a Barrie boy, and a practising barrister. Mr. Bennett was born in Barrie, where his father carried on mercantile business for many years. After receiving his education at the Barrie High School, where his reputation for mischief was higher than for application to study, he entered the law offices of McCarthy & Co., in that town, and shortly after attaining his majority was called to the Bar. After years sojourning in Winnipeg, W. H. B. located in Midland in 1883, where he has since practiced his profession. In 1886 the present Reeve made his entrance into municipal life, and has been successfully elected in two out of three contests. In politics Mr. Bennett is an ardent admirer of the Conservative cause, and is well known throughout East Simcoe as an effective stumpster on behalf of his party, and his many friends look forward to him emerging at an early day from the municipal to the parliamentary arena.

Winding around the south shore of Midland's bay, stands the esplanade, one of the best finished works on the great lakes, and which must result in attracting to the town the carrying trade in lumber from the many mills erected along the north shore of the Georgian Bay. The entire length of the esplanade is some 1400 feet by 42 feet in width, and in time will be completely filled in, affording the necessary road accommodation requisite

for the company at this the terminus of the road. The work is of a most substantial nature throughout and reflects great credit upon the contractors, Messrs. Nevin & Coste, of Amherstburg. The expenditure occasioned some \$25,000, was jointly supplied by the Dominion Government, the G. T. R., and the corporation, and it is confidently expected that the continuation of the work to a further length of 1500 feet around the head of the bay will



THE ESPLANADE.

be an accomplished fact in a few years. With this desirable accommodation for the trade immense quantities of lumber manufactured at Parry Sound, Byng Inlet, French River, etc., will be shipped from Midland to Toronto, Western Canada and the Eastern States, the cost by this route being less and much more expeditious than by the lakes, and each fall must see this immense dockage stocked with lumber for shipment during the winter and the succeeding spring.

THE SAW MILLS.

At Midland "Lumber is King," and day and night through, the season may be heard the buzz of saws cutting up the giants of the forest into lumber for shipment throughout Ontario and the States, the logs being brought from French River and other points at a considerable distance up the Georgian Bay, experience having proved that the building of mills up

the shore is a mistake, and this fact having been demonstrated, Midland yearly sees with satisfaction mills erected on the shores of its bay, thus proving conclusively that as a lumber town Midland is only commencing to see the immense manufacturing trade in lumber that is in store for her. Prominent among the mills are those of Messrs. Miscampbell & Dickinson, which were formerly the property of the British Canadian Lumber Company, and who are now cutting under contract for the Emery Lumber Company of East Saginaw, Mich. Near at hand are the mills of the Ontario Lumber Company, (of which H. H. Cook, M.P., is President,) Messrs. Cain, Peters, Chew Bros., Geo. Caswell, J. C. Craighead, and W. Wylie, at which large quantities of lath and shingles are manufactured in addition to lumber. When it is considered that upwards of 500 men are employed at high wages in connection with these mills the importance of the industry cannot be over-estimated.

The elevator built in 1881 is one of the largest in the Dominion, and cost in its erection some \$140,000, is eight stories in height, with a capacity of 250,000 bushels, and can elevate some 6000 bushels of grain each hour, the machinery being worked by an engine of 190 horse power. The elevator affords constant employment to 30 men through the season. Under the foremanship of Mr. Henderson, the elevator puts in full time, and no rust will be found on the wheels at the end of this season. The trade through the elevator is principally in corn from Chicago to the Eastern States, this route being the shortest over all others. Considerable trade has also been done in wheat from Duluth. Year by year this trade has increased, and the Grand Trunk authorities are considering the erection of a second elevator here to meet the increased demands.

In the matter of religious as well as secular education and instruction, Midland is not deficient. There are fine churches and flourishing congregations belonging to the following denominations: Roman Catholic, under the pastoral guidance of Rev. J. F. Lynett; Episcopal, Rev. J. A. Hanna; Presbyterian, Rev. D. James; and Methodist, Rev. J. Taylor.

MIDLAND INDUSTRIES.

Each industry in itself seems a peculiarity, every mill, factory or yard being replete with the latest improvements in the various service to which it has been devoted, and demonstrates the fact that the intention of the owners was to erect everything substantial and on a scale commensurate with the contemplated growth of the town. The flouring mills of John

Musgrove, toward the erection of which the town gave a bonus of some \$3,000, are on the Hungarian roller system in preference to the old-fashioned mill-stones, the result being that the flour from this mill commands a good price and is eagerly sought for by dealers. The process is one of gradual reduction and purifying, and it is claimed that the system is so perfect as to retain all the gluten or strength-giving portions of the wheat which was formerly either wasted or destroyed, and the flour thus produced being both health sustaining and fine in quality is eagerly sought for by families.

The other industries of the town are the planing mills of Messrs. Ross & Davenport and Paul Bros., which continue work throughout the year, and are fitted with the best machinery for their purpose. The planing mill and wooden-ware factory of Messrs. Patterson & Hall, now in course of erection, is destined to be one of the live institutions of the town, and will supply Toronto and the western cities of Ontario with unlimited quantities of planed lumber for flooring, etc. The woollen mills of P. T. McKay are already becoming well known throughout the north for the superior quality of the manufactured goods they turn out. The furniture and carriage factories, the excellent bakeries, sustain a reputation for first-class goods of their kind, whilst in the near future we look for the establishment of a first-class foundry and machine shop, with a marine railway or dry dock for vessels. The boat-building yards of Messrs. Smith & Hacker, and Joseph Phillips turn out yachts and row-boats that will compare favorably, both in quality and workmanship, with the work of any builders in the Province. The "Free Press" newspaper heralds weekly to the world the work done and that in contemplation, together with telegraph and express office under the management of Councillor Burton, and other useful institutions that exist on the business interests of the community, with two or three first-class livery stables complete the list.

The Mechanics' Institute and Library, Masonic and Odd Fellows' Lodges, Foresters, S. O. T. and Orangemen, A. O. U. W. and K. of L., all have representatives here, whilst the Western Bank of Canada has its branch in the Burton Block, probably the finest block of buildings in the town. The Bank, under the able management of F. H. Holland, found an excellent point for an investment of their capital, and being courteous, obliging, and ever attentive to the business wants of the community, the manager soon procured for his branch a class of custom that is both paying and whilst enterprise lasts is permanent and profitable to the institution, as well as filling a want long felt by the farmers and business men of the community.

The Western Bank of Canada has lately established still another branch at

the neighboring town of Penatang, in order to still further anticipate the wants of their patrons and for the accommodation of our summer visitors. The regular banking business is transacted at each branch. Deposits received and interest allowed at the best rates, and collections are made promptly. Drafts are issued available in all parts of the world. Sterling exchange and American currency is bought and sold at usual current rates. The Post-office, with an admirable system of accommodation for the public, is under the guidance of the veteran postmaster, T. B. J. Gladstone, with his son, Watkin Gladstone, as an efficient clerk and assistant. The United States have also a commercial agent here, and the interests of Uncle Sam is represented by Mr. Smith Dutcher, of Somerset, New York State.

The fine brick business blocks in town owned by the Burton Bros. would be considered creditable even to the large cities; and, by the way, the enterprise of these gentlemen has resulted in their owning the wharf and a large portion of the eastern section of the town, which, surveyed into lots, will no doubt become one of the stepping stones to fortune.

HOTEL ACCOMMODATION.

Not least among the attractions are the hotels, for however beautiful the surrounding scenery may be, a poorly-kept hostelry with an extortionate landlord mars the enjoyment of the visitor materially; and it is to the credit of Midland that her hotels are famous throughout the country for the excellence of their cuisine, their cleanly and comfortable rooms, with beds which invite the weary traveller to surrender to the fascination of Morpheus. The Queen's Hotel, owned by Wm. Rogers, is a brick structure three stories in height, with accommodation for 150 guests, fitted with all modern conveniences, catered to by an accomplished *chef*, and managed by a genial, whole-souled host. The Clarkson House, J. Brennon, proprietor, is an old favorite with the travelling public. The other hotels of note are the Gladstane House, W. Gladstane, proprietor, with accommodation for 75 guests; the American, with Councillor C. A. Phillips, proprietor; and the Central Hotel, David Hewis, proprietor, fills the list. Visitors and those who transact business in this country can always rely on courteous treatment, excellent meals, good beds, and economical charges at the hotels in our town; and it is undoubtedly owing to the fact of these qualities becoming known that our hostleries are so popular with the public.

Midland is a most convenient railway termini for tourists seeking pleasure in boating, fishing and shooting amid the rocks and shoals, or on the ver-

dure-clad islands that cluster off the shore of the east coast of Georgian Bay. The rails being laid the full length of the dock, the transfer from train to boat is effected without trouble or inconvenience, and the heaviest freight is thus transferred in an incredible short space of time. So, presuming we have made the transfer from the cars to our neat little sailing craft or swift steam yeacht instead of an unwieldy and possibly unsafe steamer, we coast up the bay to Midland Point, a pleasant sail over a good sheet of water of



LEAVING DOCK.

some five miles. Then putting our little craft on her course we head N.W. $\frac{1}{2}$ W. until abreast of Gin Rock Light, then hauling up a couple of points north we make the Cognashene Shoal, upon which there is but nine feet scant in the deepest channel. The shoal is at the southern extremity of the group of islands known as the "Rocks" and east of the Whaleback, a low ridge of shoals that run from a point near the Giant's Tomb, some distance, east. Off the "Rocks" is some good fishing, and during the summer is a favorite place for excursions from Midland and the coast villages. At times, however, tents whiten the surface of the Rock, and the enjoyment is thus portrayed by a local paper:—

"It is a wonder that, with all the experience gained in the past few years of camping on the Rocks, has not taught the city fishermen some sense; taught them to confine themselves to civilization and along the coast towns of lakes such as Simcoe and Couchiching, or the towns on the south of the Georgian Bay, in fact, anywhere where there is soil sufficient on which to exist, and where supplies and medicines can be procured. Take for instance the

average party, and for a couple of weeks' so-called recreation landed by the steamer on the Rocks. They pay heavily for the most trivial service, or are passed by. A few hours' work in putting up their tent and fixing camp blisters their skin, until their skin looks like measly pork and full of water blisters, whilst their skulls are sun-baked and dried to such an extent that for weeks after their return to the city every time they shake their heads their brains rattle. All day long they are kept lively in warding off black flies and applying ointment and lotion to the sore spots, and huddling together in the tent in order to escape the heat, or dancing around on the rocks in order to escape the kanabig or snakes and other vermin. Then at night their blood is kept at fever heat from the stings of mosquitoes that they



MOSQUITOES AND BLACK FLIES.

have tried in vain to smoke and smudge out, until they are choked, tired and exhausted, and lay down, only to jump up with a yell at a bite on a tender place of a poisonous spider, or tearing thousand legger, or colony of stinging black ants and chiggers. Then after enduring such pleasures for a couple of weeks they return to the city, full of fish, with the seeds of future rheumatism and neuralgia firmly planted in the system; and with sight impaired and eyes partially blinded from the heat of the sun on the rocks and the incessant glare on the water. So I hold that the "fun" makes heavy drafts upon the constitution, payable with interest in a very short time, even with young men. Then stick to the coast towns approachable by rail or water, and comparatively free from insect pests, and you will find yourselves amply repaid for the selection, if only for a limited holiday. The new hotel at Couchiching, the summer resorts at Orillia, the ample accom-

modation at Waubaushene, Victoria Harbor, and the fine hostleries of Midland, will be found amply sufficient in number, and certainly far more economical in price, to accommodate all visitors and pleasure seekers during the summer season in this section, whilst the results will be that good health instead of the seeds of disease will be implanted."

A channel to the starboard or right-hand side leads to the Muskosh Mills, some four or five miles distant, and situated at the mouth of the Muskoka River. These mills produce an annual cut of lumber amounting to 12,000,000 feet. They are owned by A. H. Campbell, Esq., of Toronto.

Good entertainment can be had with James Craigie, the proprietor of the hotel and boarding house. Stores are also here, at which, goods can be purchased, or previously arranged for.

At length having wound our way between Minecog's rocks and shoals, we follow the steamer course nearly north to Big Davids Bay, or Indian Harbor, passing Kagawong or Red rock, the One Tree, and Gooseberry Islands and we come to the group of islands that form what is called the Indian Harbor, these islands lay in a bay just South of Moose deer point, the bay itself is some three miles across whilst an estuary to the East extend some miles inland. These islands were purchased from the Dominion Government, by J. J. Mason and J. L. Gunn, of Hamilton, who proceeded to erect dwellings for themselves and sell other islands of the group in order to form a summer colony of their friends. W. H. Holland and Councillor Burton of Midland have also a summer cottage built on one of the islands whilst a number of the others are white with the tents of campers, some good fishing is obtainable in the way of bass and pickerel. In a snug little harbor near the point the Indians Big David and John King reside, they act as guides to fishing parties in the summer and in the fall both fish and hunt upon their own account, and being upon friendly terms with them Ex-mayor Mason and his friends have found them very useful upon many occasions. And as we are now getting up where the indians reside a few stories will assist in developing their traits.

INDIAN LOGIC.

Some years since when many good men used to think that their red brethren could be Christianized before they could be civilized, a missionary was sent out among them to convert them to the Christian faith. The missionary was unfortunately one of those itinerant preachers who delight in speculative and abstruse doctrines, and who teach the inefficacy of all human exertions in obtaining salvation. He called the Indians together to

hear what he called the Gospel. The Sachern or Chief of the tribe to which he was sent, came with the rest. The missionary in the course of his harrangue (which was upon the very simple and intelligible doctrine of election) undertook to prove, that some were made to be saved, and some to be damned without any regard to their good or bad conduct. As an illustration of his doctrine, he cited the case of Jacob and Esau, and attempted to show that God loved the one and hated the other before either of them were



OFF FOR THE NORTH! WILL RETURN IN TEN YEARS.

born. The Sachern heard him attentively, and after meeting invited him to his wigwam. After some conversation the Sachern thus addressed the missionary, Sir, me tell you a story: My wife have two boys twins; both of them as pretty as the two you tell me about to-day, one of them, she love and feed him; the other she let die on the ground crying, I tell her take him up or he die. She no mind me. Pretty soon he die. Now what

shall I do to her? Why, said the missionary she ought to be hung. Well, said the Sachern, "then you go home and hang your God, for you say, he do just so. You no preach any more here, unless you preach more good than this." The missionary finding himself among a people too enlightened to give credence to his narrow Calvinistic and heart revolting principles, thought that he was not called to show red men the *Way* and so sought a new field of labor.

INDIAN MENDACITY.

As early as 1639 Father Brebeuf claims that the indians possessed Spartan virtues for, says he, they are most consummate liars and inveterate thieves, their constant intercourse with the whites evidently did not improve



HE RETURNED ALL RIGHT, BUT MET QUEER PEOPLE.

them in these particulars, whether they reside East or West. One Tom Hyde, an Indian noted for his cunning, went into a tavern in Brookfield, and after a little talk, told the landlord that he had been hunting and had

killed a fine fat deer and if he would give him a quart of rum, he would tell him where it was. The tavern keeper, unwilling to let slip so good an opportunity of obtaining venison, immediately struck the bargain and measured the Indian his quart of rum, at the same time asking where the deer was to be found. Well, says Tom, do you know where the beaver meadow is? Yes! Well do you know the big blazed maple tree in it? Yes! Well, there lies the deer. Away went the landlord with his team, to look for his purchase. He found the meadow and tree all right, but all his searching after the deer was in vain and he returned home no heavier than he went except in mortification and disappointment. Some days after, he met the Indian and feeling indignant at the deception practiced upon him, accused him in no gentle terms of the trick, Tom heard him out and with the coolness of a stoic replied. Did you not find the beaver meadow? Yes. And the maple tree? Yes. And the deer? No. Very good, said he, you found two truths for one lie, which is very well for Injun, white man tell all dam lies, tree times.

But as for the Saaguama, as the Indians term them, or mosquitoes, the air among the islands and along the coast seems full of them, dense clouds of insects are everywhere, the hand thrown at random kills a dozen or two every time, and in a very short time all exposed surface, nose, cheeks, or hands are ornamented with itchy lumps, and your whole body rages from fever, the result of the poison instilled. Every uncovered portion becomes a feeding ground for mosquitoes, whilst the black flies burrow into your hair, ears and nostrils and instil a poisonous secretion into the punctures they make, that causes pain, inflammation and swelling long after the pests are destroyed or driven off. Cattle taken up in order to provide milk for campers, low with the agony inflicted by the gad flies, the mosquitoes and the black flies, whilst the sleigh dogs although seemingly protected by thick coats of hair, howl with pain at the torture, deer and wild animals leave the woods and swim in the waters among the islands, and numbers are captured annually whilst thus trying to escape the insect pests.

But on again, we put a little Westing into our course, and make out around Moose Point, pass Gage Island, owned by J. W. Gage, of Toronto, pass the Moose Islands through some narrow channels, and we are among the islands in "Starvation Bay." From all appearance the bay is well named, for a more desolate looking set of rocks would be hard to find, although on some of the rocks blueberries and other wild berries can be found in quantities, but the fear of encountering the rattlesnakes or kenna-

big, so numerous in this, their natural breeding grounds, deters even the more venturesome of the campers, for the snakes inhabit the long grass that grows in wet places or in the hollows or interstices amongst the rocks, they are of several varieties, from the puff adder, or blowing adder, copperhead, hood snake, to the water moccasin, and are numerous among the clusters of roots of trees, and in the nests of soft green moss. In picking berries or wandering over the Islands, the first admonition you receive is the horrible rattle, like a number of dried peas in a pod, once heard it is not soon forgotten. Infuriated, they will chase you for a distance, and should you take to the skiff they and the moccasins and copperheads will follow you seemingly bent on fight.



TROUT FISHING.

As we work out of Starvation Bay, and on the course eastward to Moon River, we come to Waubuna Island, upon which a portion of the wreck of that ill-fated vessel is yet to be seen. The Island is the summer residence and fishing station of Archie Campbell and David Baker, who erected their shanty some four years ago. At this point, in order to be near the best grounds for trout and whitefish south of Point Aux Barrillè, a short dis-

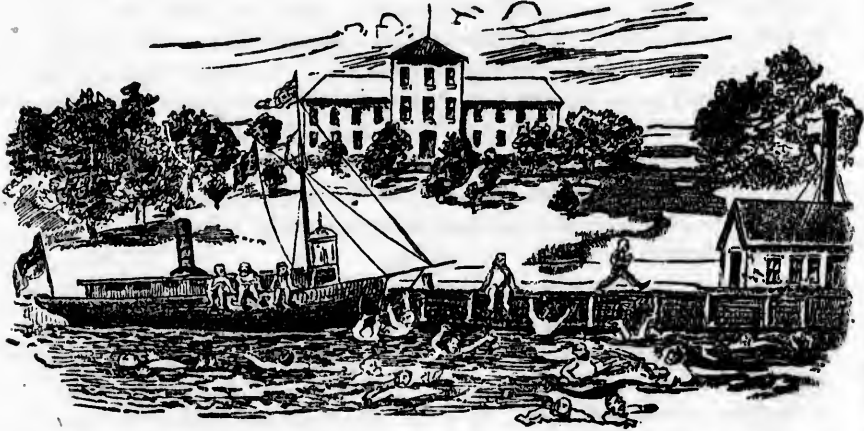
tance eastward and we enter the Narrows between Moon Island and the township coast, thence a short sail brings you to Moon River, where both above and below the falls excellent fishing can be obtained. Whilst here the craftsman can work his way around the islands and into Blackstone lake. Black bass, and fine ones too, are plentiful here, and if hunting ducks in the fall, you can put up at Old Soloman's shanty; but in the summer time the heat is too severe, and the various tribes that occupy the shanty too numerous. Even in camping, you are never free from the insect pests, even if you sleep on the ground in the tent that has been kept closed until darkness has set in, but to attempt to sleep in the open air would hardly ever be indulged in a second time, for what with the experience that everything bites, and everything is poisonous, and with the ants, roaches, thousand leggers or centipedes, running, crawling, or creeping over you, and the constant twing of the mosquito as he settles on a tender spot back of one's ear, soon take the romance off and convince you after all, that a camper's lot is not a happy one. A young camper one night had his nose so bitten that it was apparently thicker above than below, and his "Watto" companions flippantly remarked that the probosus looked as if it had been turned upside down, whilst his eyes were so swollen that it was some days before his sight perfectly returned, and a semblance of his former features appeared in his face. The heat on the rocks is terrific during the day time, and oppressive in the evening, sunstrokes occur frequently, and an hour's subjecting an uncovered portion of the skin to the action of the sun raises such a blister which require numerous applications of cold cream to subdue. Some time since a camper paddling for an hour or so during the heat and glare of the sun on the water reached camp and complained of dizziness over the eyes, as if his sight was gone, black clouds and specs being continually before his vision, so saying that he had a headache, he lay in the shade in a hammock and died silently in less than an hour. Another recorded instance of sunstroke was a young man struck down in an instant with the heat, and was only saved from death by the efforts of his companion, but for a time he lost his reason, and his body became partially paralyzed, and from a strong man became a confirmed invalid. Making westward again in order to get into the Parry Sound channel, we pass numerous islands on which happy and joyous parties are camped, whose time is but divided into catching fish, killing snakes, and fighting mosquitoes, here are islands, varying from three-quarters of an acre to several in extent, belonging to Fisher, T. McGaw, Winnett, Lumsden and Richmond, all gentlemen of Toronto. Passing these we come in sight of La Chance Island, an island belonging to

the Government, but occupied last year by the Pennsylvania Club, who erected a platform on which to spread their canvas tents, and afford sleeping accommodation, the camp numbering some 14 members, they soon had kitchen, dock, and many other improvements completed. Near at hand, one of the Parry Harbor nabobs, erected a shanty for a summer residence, and on the departure of the club not only claimed the work left by them as his own, but within an hour after the departure of the Hamilton Club, who camped nearly opposite, he was on their ground busily engaged in removing everything portable, and expressing himself as in readiness to swear that the lumber left by them as his own, claiming to refer to the vice-president of the club to sustain his assertion. When the club was written to concerning the matter they denied all knowledge of even an acquaintance with the individual. Such then is the action of some of the unprincipled so-called rich men of the district, let us hope that they are few and far between. A short distance further north were the tents last year of "Black's Club," of Hamilton. Mr. Black being the first to capture a muskallonge during the stay of the clubs, the muskallonge caught by him weighed some — pounds, and was shown with delight by the lucky fisherman to the envy of the other unfortunates who ardently wished that they too might strike just such a streak of luck. Being now at the edge as it were of the district of big fish, the remarks of one of the papers come in opportune, he says "the western fishermen usually goes for big fish." Two or three of them will go out in a boat on a lake, and if the joint efforts of all of them result in one twenty-five pound muskallonge, that means a great day's fishing. Anglers further east and further west like to see that twenty-five pounds of fish scattered. Eight or nine trout or well-eyed pike, or three or four big "pickerel," as they are erroneously called in the west, will weigh about the same, and be infinitely more satisfactory to the "home folks." The muskallonge, which is the king of western fish, is not inviting to the eye nor entrancing to the palate, but he is a monarch on the bend of a nine-ounce rod. He can make reel buzz with vicious velocity, and, if the angler be expert and subject to "rattle," the fish will, with no other towline than a five thread silk, tow a boat with three men in it for two hours all around a lake, and then he can only be killed with a gaff. The muskallonge is the most powerful fish in western waters. He is usually from one to three feet long and weighs from eight to thirty pounds. The "wolves of the waters," so to speak, which are the larger ones, are about that size, and when one of those monarchs touches a No. 8 Skinner spoon, and the tackle holds, there is fun for a good half hour, and the man with the rod must be up to the requirements or his line will snap and his reel go flying. Let one of these

fish get a dead pull and it would take a shark line and hook to hold him. While the western muskallonge usually weighs from fifteen to thirty pounds he has been known to grow to even greater size. He is distinct from the St. Lawrence muskallonge, but is known to fishermen as the great northern pike. Its flesh is close grained, hard and delicate in flavor. The grain is very fine and compact; the meat is of a rich salmon color, and in point of excellence is rated as equal to brook trout by those who are accustomed to an abundant supply of fish of their own taking, and whose taste is cultivated and fastidious. The muskallonge is found in all the clear waters of the northwest and in most of the smaller lakes. He is the prince of western game fish, and even if a man catches but one in a lifetime, it is something to hold in grateful and proud remembrance. No man ever yet caught a muskallonge that he did not put him promptly on the scales. The president of the clubs generally bringing along a sufficient number of spring balances to weigh the fish captured by its members.

Sailing along now we come in view of Hardy Island, a few hundred yards west of the channel, with its cottages nestling cosily amidst the dark background of pine and maple, giving an air of comfort and seeming enterprise amidst the bleak surroundings. Hardy Island is probably the most picturesque on the route, covered with a fine growth of pine, beech, maple, birch and red cedar, with fine natural harbors, and a delightful situation. Although but 40 acres in extent, better views could be obtained from its elevations, and more attractions were concentrated within its borders than were to be obtained on quite a number of the others put together. It was the possession of this island that so raised the envy of the steamer manager and the Parry Harbor stockholder that caused them to put in practice their system of boycotting, in order to destroy if they could not possess the island they so much coveted. But on again leaving Rochester Island to port, we proceed up Michael's Bay, and soon arrive at the entrance to Spider Lake, which stretches away east into the interior of Cowper townships, Cameron's Island, owned by C. Cameron, of Collingwood, and Cosey Island, the usual camping ground of the Chimo Club of Toronto, and owned by T. E. Johnston, formerly of Parry Sound, but now of the Crown Lands Department, Toronto, are directly opposite the entrance to Spider Lake, and on the line of the inside channel to Parry Sound, the steamer leaving those islands to starboard makes north through the old raft channels, through the narrows (for the continual improvement of which so much money is being annually asked from the Provincial Parliament by the Ex-M.P., and his company) and so until she reaches Parry Sound. One thing that firmly impresses

itself upon the mind and the vision of the tourist is the air of desolation of the surroundings of this district, look where you will, nothing but bleak, barren rock, with blackened sticks like the bones of some gigantic animal meet the gaze at every turn, everything lonesome, repelling and repulsive looking, until the tourist is ready to ask every few moments how long before



we can get out of this district, but as well as on this desolate looking border, annual fires among the islands are numerous during the last few weeks of the dry hot summer, but numbers of them could be prevented if a little care were exercised. In many cases the ashes left by camping parties are scattered by the wind among the dried leaves, pieces of dead wood, thick roots and the dry moss and heavy coating of dry vegetable matter found upon the islands, the moss sometimes exceeding twelve inches in depth, as soft as a carpet, and as inflammable as tinder, and when once started all efforts to check its ravages are futile. For days the fire slumbers among the green moss, under the surface, and then when there is the least air stirring, suddenly breaks out, sending up volumes of densest smoke, obscuring the waters, the coast and the country for miles: the fire leaping and cracking from limb to limb amongst the pines presents a terrible spectacle, blazing forth sometimes at the ground again among the branches, and anon the very tops of the pines, 60 to 80 feet in height, would burst forth in a furious blaze of flame like a meteor. At night the sight of the blazing masses are grand in the extreme, the roaring, hissing, and constant reports as if of cannon, with the southing of the wind, kept up a din and racket that is appalling to the lonely dweller on the islands, whilst the tongues of flame

running up the huge trunks or breaking out fiercely in seemingly impossible places, presents to the beholder a weird and impressive spectacle. Becoming almost afflicted with the blues by gazing on the ruins, and not caring to feast our eyes on ten miles more of it up the inside channel to Parry Sound, only relieved at that place by the houses erected on the site of the fires ravages, we head our boat to the westward in order to take another channel almost equally sheltered, but amongst the outside islands, or those lying thickly scattered along the western coast of Parry Island, an Indian reservation, passing McBrien's Island, on which he has erected a summer cottage, skirting Gibraltar Rock, and we run in amid the outside cluster of islands, thus sailing for a while in each of the three channels up the east coast, then hauling up so as to head well north, we are soon in sight of Sandy Island, on which Stobler has erected his fish shanty and conducts his business. Right here we experience one of those thunderstorms that at times are very violent in their effects.

Right here, when the sun has sufficiently heated the water, on the shoals is excellent bathing, the only thing to be avoided is getting barked on the rocks in landing or on going out. Last summer, a party having enjoyed a good swim, were dressing at the point, when one of their number remarked, "Boys I'm going to swim out to those couple of peices of bark," and off he went, what was their surprise when he arrived near the two objects apparently drifting some 150 feet distant from the shore was to hear him give a yell, and sink to the bottom, whilst the two pieces of what he thought bark, straightened themselves out and made for the opposite shore, being in reality two immense copperhead snakes. Of course the boys put out for the rescue in a boat and succeeded in bringing Joe ashore, more dead than alive, whilst others of the party succeeded in killing one of the snakes, a prettily spotted fellow of three feet, four inches in length. Although the matter was laughed at in camp, and Joe professed that he was not afraid, still, up to the present time, to start a snake story or talk about them, pales his face and sets him to visibly trembling, even whilst professing to laugh at the incident. These snakes are found in numbers even in a Scott Act district.

THUNDERSTORMS.

The storms on the Georgian Bay rise very suddenly at times and are terribly fierce whilst in force, although sufficient time is always given whilst the storm is brewing both for sailing craft and the steamers to seek shelter

under the lee of some of the islands, and during the time of darkness and solemn stillness that precedes them you see every boat making as fast as possible for a convenient shelter. So still is Nature that the stillness is oppressive; the leaves tremble, although not a breath of air is moving to stir them; the birds—the few there are—either hide in the bush or dart low under the undergrowth and berry patches, whilst their chirping notes are hushed in terror: they are then easy prey for the snakes hiding in the moss. The clouds, of a dismal, dark, slaty-grey, deepening into an unearthly black, rolls in immense masses, seemingly very close to the tree tops, the masses moving gradually onward, although not a sound disturbs the prevailing darkness, and the thick haze becomes a blinding, chaotic fog, until suddenly a terrific crack resounds, as if the thunderbolt had burst the rocks in fragments, and you feel the shiver of the rock and the report as if rending the seams beneath your feet, followed in a few seconds by another frightful peal. Then the forked lightning flashes, the wind comes with a frightful howl far over the waste of waters, and the rain descends in torrents. The billows mount high and the rollers are very heavy in a few minutes, but the heavy rain keeps down the foam so that it keeps a steady sea running until a cessation in the downpour of water, and the whole surface of the bay is one mass of boiling, bubbling foam. Huge pines are split or circled by the lightning, whilst the oaks and maples bend before the blast, large trees swaying to and fro. The air is thick with flying limbs, the trees suddenly falling themselves, some entirely uprooted, others broke across, and still others as if they had been literally twisted off. The fury of the storm passed, and the sun once again shedding his glory over the scene. All is soon animation; but the effects of that fearful storm is not soon obliterated from the mind, and the nervous power lost is not easily regained. But whilst all is life and cheerfulness, once more the wreckage and broken tree tops tell the story. The new fissures in the rock have a burnt appearance, until you really wonder how it passed without doing still more damage to life or property.

Leaving Sandy Island to port, we pass Oak Island and the residence of Judge Boyd to starboard. Leaving Good Cheer again to port, we find this channel among the outside islands is a well-marked passage, fine derricks being erected by the Government at Iron Rock, Oak and Rose Islands on the way to Parry Sound, whilst the shoals are well buoyed between the cluster of low islands west of Sandy. With a good breeze after the storm, we rapidly pass Holy and Cyprus Islands, or the Bee Islands as they are called, from the fact that the owner, Mr. Jones of Beeton, the President of

the Apiary Association of Ontario, has his summer residence here, and uses the islands in order to propagate his choice stock of queens. Then leaving Long Island, the residence of the Collingwood ex-M.P.P., to starboard, we find ourselves at the entrance of the Sound, a broad sheet of water some seven miles in length, that terminates at Parry Sound, a lumbering town at the mouth of the Seguin River. The town, with its suburb of Parry Harbor, contains some 2,000 inhabitants, and since the erection of the Belvidere Hotel and the establishment of a line of boats is now making an effort to be placed on the list as a summer resort. The life of the town, however, is its lumber business. The annual Methodist revivals are held here, the cottages and camping grounds being the property of Wm. Beatty, Esq., one of the first settlers of the district, and at one time probably the largest holder of acreage in the town. Crossing the mouth of the Sound, and on our way further north, we leave the derrick off Kilbear Point to starboard.



KILBEAR POINT.

This point runs out an eastern promontory, forming a part of the entrance to Parry Sound. The story of its acquiring its name runs as follows:— A backwoodsman, having become tired hunting for game, laid his gun against a log, wandered off a few steps to enjoy a quiet smoke, and otherwise make himself comfortable after his noonday repast. Whilst thus engaged in silent meditation, he looked upward, only to meet the gaze of a fine old bear, that was steadily looking him in the face with seeming admiration in its glance. The hunter, without his gun and with his knife left where he had been scraping the frying-pan, did not take long to make up his mind that there was not room for the bear and himself on the same

concession, and so endeavored to make for the camp fire ; but the bear evidently wanted a more protracted interview, and hurried after him, close at his heels, when the hunter struck among a nest of logs, close to the camp-fire, sufficiently near to secure his knife but far out of reach of the gun. Unable to go further, nothing remained but to face the bear, which by this time was within twenty feet, sitting erect, with his eyes half closed and his paws folded together in the attitude of supplication. Suddenly it occurred to the hunter that the bear was at prayers before meals, and he concluded that the next best thing before engaging in mortal conflict was to try a whet at it himself. So kneeling down, still facing the bear, he said : " O, Lord, me an' you ain't been on the best of terms for some time. I ain't had much to say to you, and you ain't helped me any. But, as it mought happen you wuz going to take any part in this yer contest that is about to come off, I should like to hev you on my side. I ain't done much to disarve sich con-sid-e-ra-tion. Ez it is, the odds is a leetle bit on the b'ar. Ef you wud stand by me, it mought sort a' even things up. It mought be you will favor the b'ar ; and, ag'in, it mought be you will favor me. But, Lord, if you ain't got no partiality either way, ef you will stan' to one side you will see one of the gol-durndest b'ar-fights ever fit on this 'ere pint since Injun days."

Now, with a good breeze still holding on, we pass Twin Rock derrick and the Pancakes (flat rock) Islands, between which and the Black Rock there is good anchorage for vessels bound to or from the Sound. Thence running close to the " Kag-a-wong," or Red Rock Light, at the Mink Islands we enter Shawanaga Bay, on the shores of which is situated the Indian village of Shawanaga, a collection of houses belonging to the Indians, and in part under the domination of Chief Muckadawagesick, or William Thundersky, as guide, hunter, or trader, as may be required. Of course, as well as hunting, berrying and fishing are considered not amongst the least productive sources of revenue.

SPEARING FISH

In the beautiful fall nights is great sport, for on the shoals and between the ledges fish of all kinds come in great profusion in order to crowd up the small channels and spawn in the still, warm water. So with a light skiff or canoe—and probably the best and most durable birch canoes in Canada are obtained from the Indians on the Georgian Bay. At Indian Village, Parry Island, Shawanaga Village, from the Chief Muckadawagesick, or

Thundersky, or from Chief Nainabusch, or, as his sons call him, Old Jim Nanabusch, near the Three-mile Narrows a good canoe can be obtained for from \$6 to \$10. These are made of birch bark, which is both tough, light and durable. The bark is made waterproof by a preparation of fish oil, and stretched over a hickory framework. Being very light, they can be easily carried inland, and at night make a cover from the weather. If an accident occurs they can be repaired without trouble. Another strip of bark sewed on the outside with wire, coated with red pine rosin and beeswax melted in a tin over the camp fire, soon completes the repairs. Some of the canoes made for visitors last year, who were willing to spend a few dollars extra, were handsomely decorated with designs worked in with dyed porcupine quills, and displayed a rude artistic taste that was really pleasing to the eye, whilst the canoe on the water was a model of graceful motion. Fitting an iron basket or torch holder into the bow of the canoe or skiff, and filling it with pine knots and light wood, a bright light that shows for quite a distance and penetrates to considerable depth is shown, which is sufficient attraction to the fish. The night must be perfectly calm or your luck will be uncertain, for the least air ripples the surface and the fish cannot be seen. Then with a spear with three prongs, like the mythical tripod of Neptune you light your torch and watch expectantly, whilst your partner paddles slowly along the shallow edges of the shoals. Considerable practice is necessary in order to become skilful, for although the large fish can be seen swimming close to the surface they are very hard to hit, owing to the refraction of the light, for which allowance has to be made; and it certainly is annoying to see an Indian follow up close behind you with his canoe, and stopping in the very spot you have just left, in the waters of which you could see nothing, just holloa "Pisch!" dart down his spear, and bring to the surface a ten or twelve-pound whitefish; and after two or three repetitions it becomes aggravating, for although the "nitche" captured them for nothing over the shoals you had abandoned, still it requires a silver hook to recapture them from the untutored savage—the uncivilized child of nature—in order that you will have something to show the boys on your return to camp of the luck you had when spearing. On a mild, still night the sport is delightful, especially when an enthusiastic young spearer makes a stroke at a fish, and immediately follows head foremost, as if unwilling to let go the spear. The water not being deep, however, and still warm, the involuntary bath does no harm. The Indians on these reservations for the most part now belong to some church, sect or denomination, and therefore are neither as independent nor as observing as of old. However, stories are still told about the old-time chiefs that are, at all events, refreshing.

INDIAN ANECDOTES.

ADVICE.

Ishuchenan an old warrior, often admonished the group of youngsters who gathered around him, of their faults, advising them never to tell a lie, never to steal except from an enemy whom it was just to injure in every possible way. "When you become men," said he, be brave and cunning in war, and defend your hunting grounds against all encroachments, never suffer your squaws and little ones to want, protect them and strangers from insult. On no occasion betray a friend, be revenged on your enemies, drink not the poisonous strong water of the white people for it is sent by the bad spirits to destroy the Indians. Fear not death, none but cowards fear to die, venerate and obey old people especially your parents. Fear and propitiate the bad spirit, that he may do you no harm, love and adore the good spirit, who made us all, who supplies our hunting grounds and who keeps us alive. Then eulogizing the various achievements, he was won't to add. "Like a decayed prairie tree I stand alone, the friends of my youth, the companions of my sports, my toils, and my dangers, rest their heads on the bosom of our mother. My sun is fast descending behind the Western hills, and I feel it will soon be night with me, but I thank the Great Spirit for sparing me so long to show the young men the true path to glory and fame." The Mandans expected when they died to return to the original subterraneous abodes of their fathers; the good reaching the ancient village by means of the lake, which the weight of the sins of the bad will render them unable to pass. They who have behaved themselves well in this life and been brave warriors and good hunters, will be received into the town of brave and generous spirits, but the bad and selfish will be doomed to reside in the town of poor and useless spirits.

Heading North across Shanawaga bay, we are soon sailing among the group of islands known as the "Indian islands" that terminate at Pointe Aux Barrille. Amongst these islands are fine, safe, natural harbors for small craft both sail and steam, and off them is the best fishing grounds on the Georgian Bay, with a comparative freedom from mosquitoes and black flies in summer time, unknown on the South Channel or inside route to Parry Sound whilst on shore is the hunting district most in favour with the Indians of this section, and whose channels among the islands are alive with ducks. Here too, with those islands near Shebishkong are historical ground and made famous in the early annals of the Lake Manitoa, as the Georgian Bay was then called, from the Bear feasting and enjoyments of the

more peaceful Huron and Chippewa Indians, to the deeds of blood enacted by the dreaded Iroquois and the braves of the once all powerful Six nations, whose rendezvous was at the mouth of the Nobsomung river, and the island is still gazed at with awe and a certain feeling of reverence is experienced in noting the spot where a dreadful massacre took place about 1725. The Iroquois descended the French River and then proceeded down Lake Manitowish, coming upon the unsuspecting Hurons, at night fall fires were kindled all around the island, and as the affrighted people rushed for their canoes, were ruthlessly slaughtered by their foes, and left in heaps to be consumed by the burning moss or become prey for the wild beasts that roamed the district.

Another island was the scene of a terrific conflict, in which the victors buried or at least covered up the dead with loose rocks, hundreds of such graves can yet be seen, but now they are merely breeding places for the rattle snakes who seemingly delight in making their homes wherever there is a burial mound throughout the district.

Arriving at Pointe Aux Barrille, we find it a rocky promontory with considerable of a swamp running back in which in the fall numbers of Wash Kash, deer are trailed. To the west and fronting the bay it divides into two headlands, with a bay between studded with small rocky islets and shoals. From this point can be seen with advantage the effect of those sudden storms that arise in this latitude, during the afternoon everything was calm and still, but the barometer continued rapidly falling from 29.35, at 3 p.m., to 28.70, in a couple of hours and although no wind the sea began to rise rapidly but as the sun went down the wind came howling from the S.W. a living gale blowing within 20 minutes after the first gust struck the point whilst the sea all that night and next day was terrific, the entire surface of the water as seen from the "derrick" being one sheet of foam, the horizon seemingly being rising moving hills of water. At the Point is a fish dock and both on the point and on the islands opposite are numerous shanties and boarding houses, where the fishermen reside with their families or board during the season. Two large ice houses belonging to Meaford and Warton fish firms are erected, with good docks for shipping, whilst the fishermen now exhibit lights to guide their comrades, at the points where it is expected the Government will erect Range Lights, for the guidance of vessels using the East coast, for the only noticeable object at present is a broad streak of white paint, and the derrick near which the survivors of the "Asia" disaster came on shore, and even these distinguishing objects are not visible beyond the range of shoals which line the coast. The want

of good lights at this point is a necessity and will doubtless soon become apparant to those who guide affairs at Ottawa. In 24 hours the gale has blown itself out and once more we proceed on our cruise, shaping our course W.S.W we clear the shoals, then bracing up sharp and heading W. by N. $\frac{1}{4}$ N. magnetic, soon we come in sight of the "Atick-Wat-Huron," or a spur of the Laurentian mountains close to Killarney, looking like a blue cone showing above the clouds, or watery mist that surrounds it, and as we approach nearer the mountains become clear, then suddenly fade away altogether as the clouds envelop them, or they resemble a settled cloud viewed from the crosstrees. Away to the East on the starboard side, we have a glimpse of the light house at the entrance to Byng Inlet, but the way to that port must be carefully taken as the shoals lay both thick and shallow between the deep waters of the Bay and the shelter of the harbor. At this point we have again evidence of the enterprise of the Georgian Bay Consolidated Lumber Company, in its Upper and Lower Byng Inlet Mills whose cut of lumber alone at this point throughout the season is some 30 million feet. But keeping well up on our course we haul in until she heads, N. E. by N. in order to make the light on the Bustard islands, these islands lay but a short distance off the mouth of the French River Keys, and during the season they look inviting and pleasant spots to sojourn in. Here also are fine ice houses erected by the fishing firms for the accommodation of their fishermen, and whose steamers call regularly for their catch.

FALL ON THE ISLANDS.

Nothing can be more beautiful than the woods on the islands as you pass them by. The trees crowded close together grow high before the branches begin, whilst there is always more or less undergrowth to heighten the beauty of the scene; the endless variety of shade and form of the young trees, the tints abounding on the fallen and mouldering ones, decked with mosses, litchens and young ferns, bright with every tint of fungus, or red with decay, makes the picture a delightful one, and the silence and solemn stillness still further heightens the pleasure; the water so crystal and pure becomes a magic mirror, not a branch nor twig, nor leaf of the numerous trees, or of the bushes, nor a touch or color in the landscape but what is reflected as you paddle along the shore, or look across from island to island, whilst the sunsets are glorious in the extreme. In September, after the gales and first frosts have touched the trees, the change of color in the

leaves at once sets in, and then the islands are seen in their greatest beauty, daily increasing after the change commences. Each kind of tree, oak, elm, beech, ash, birch, silver poplar, walnut and maple, has its own hue, and every hue is lovely, which the pines, tamarac and cedar bring out to their utmost by their dark green, which from a distance seem almost black by contrast with the bright colours of the hardwoods. The maple leaf in its



THE RUSH ON BOARD.

golden yellow and crimson, is the most attractive throughout the fall, beautiful they are, when at first green yellow and scarlet, are mingled in every shade of transition, again they become a canopy of golden flame, and again they blend together into a bright pink, then again a lilac and blue, relieved once more by rose and gold, the trees, the undergrowth and, creeping vines, all seemingly attired in glistening and attractive colors until the whole landscape seemed a portion of the scenery of fairy land, that as the sun sinks behind mountains of gold and purple gradually fades from sight, and leaving a feeling of regret upon the mind that a vision so exstic should so soon be dispelled. The Indian Summer, in October, dispells the illusion and strips the woods of their poetry, but the weather is deliciously mild and pleasant, although a feeling of langour seems to pervade everywhere, the soft mist hanging over the scene mellows and seemingly subdues everything, distances seem greater and objects farther away than usual. The sun rises and travels from east to west and sets behind a haze or thin smoke through which it shows like a dark red disc; everything seems in a dreaming and semi-conscious state; the insects are no longer around, and were it not for a faint humming sound, you would fancy that all animated nature

were at repose ; gazing on the sun did not destroy the view or blind the eyes, and for a week or ten days dreamy indolence may be indulged in.

INDIAN SUMMER.

This to our Summer—when the painted wilds,
 Like pictures in a dream, enchant the sight.
 The forest bursts in glory like a flame !
 Its leaves are sparks ; its mystic breath the haze
 Which blends in purple incense with the air.
 The Spirit of the Woods has decked his home
 And put his wonders like a garment on,
 To flash, and glow, and chill, and fade, and die.

Then with a howling gale of wind and heavy rain or snow storm, you commence the quick transition through fall to the rigors of a winter in this northern clime.

PARRY SOUND DISTRICT.

In the Parry Sound and Muskoka Districts there are some 70 townships covering an area of between 6,000 or 7,000 square miles. Less than seven of these are watered by the Muskoka Lakes. From Theanomingong or Coponaning, at the mouth of French River, Byng Inlet, at the mouth of the Maganettawan, until you come to Shawanaga Bay is the very Mecca of sportsman, for in this region is to be found every variety of fish and game in lavish plenty : pickerel ten or twelve pounds in weight, speckled trout two to four, bass from four to eight can be caught in the streams and among the islands of this region, whilst in the season there are excellent duck shooting and the best of moose and deer ; guides (Indian) can be had either on Parry Island or at Shawanaga village by applying to chief Muckadaywagisick (Thunder Sky) of Shawanaga, or Nainabusch (Old Jim) of Parry Island, at the three mile narrows, Old Jim has quite a family of sons, and all hunters, who know the bush as the boatmen know the lake, but the new law provides

GAME LAW.

The following are amendments made last session to the Act respecting the protection of Game and Fur-bearing Animals :

16. No person shall at any time prior to the year 1895 ^{Deer, etc.,} hunt, take or kill any deer, elk, moose, reindeer or caribou unless such person has been actually resident and domiciled ^{not to be} within the Province of Ontario for a period of at least three ^{hunted except} months next before the said time, and any person offending ^{by persons} against this section shall be liable to a fine not exceeding \$20, nor less than \$10, with costs of the prosecution for each animal so hunted, taken or killed, and in default of immediate ^{resident in} payment of said fine and costs shall be liable to be imprisoned in the common gaol of the county or district wherein the offence was committed for a period not exceeding three months. ^{Province.}

17. No one person shall, during any one year prior to the year 1895 kill or take alive more than five deer; and no two persons hunting together or from one camp or place of rendezvous, or forming or being what is commonly known as a hunting party shall, in any one year prior to the year 1895, kill or take alive more than eight deer; and no three or more persons hunting together or from one camp or place of rendezvous, or forming or being what is commonly known as a hunting party shall, in any one year prior to 1895, kill or take alive more than twelve deer, and any person offending against this section shall be liable to a fine not exceeding \$20, nor less than \$5, with costs of the prosecution for each deer beyond or exceeding the number so permitted to be killed or taken as aforesaid, and in default of immediate payment of such fine and costs shall be liable to be imprisoned in the common gaol of the county or district within which the offence was committed for a period not exceeding three months. ^{Limit as to} ^{number of} ^{deer which} ^{any one} ^{person or} ^{several per-} ^{sons hunting} ^{together may} ^{kill.}

The coast line from the French River down to the outlet of the Severn in the Matchedash Bay is chafed and frayed in a marvellous manner, and thousands of islands are said to bestrew the path of the steamer to Midland or Penetanguishene, once abreast of the Bustard light we haul up once more and alter our course to East three-quarters South, until we make the range, then in a few moments we are quickly sailing up the river to Copanang or Theomominong, at which place is situated the town and the mills of the Ontario Lumber Company and that of the McLane Bros. The town numbers in summer some — in population, nearly all mill men or fishermen, four stores owned by the Ontario Lumber Company, of which— Benson is manager; McLane Bros., A. D. Myers, branch store, and the store of S. W. Wabb, J.P., supply the wants of the community. The buildings are erected on a ridge of rock, the hollow part between being filled with sawdust, and that forms the main street, a series of steps leading from the street to the domiciles, but as for travelling over the key or

between the mouths of the river in search of ducks, partridges or cranberries, the general verdict of the inhabitants is, "that they do not take any in theirs," and they are always willing to give the other boys a chance in that direction. The whole section is nothing but ridges of rock, in places almost perpendicular, from five to twenty feet in height, then broken valley, then another ridge and clump of pines, then a morass or cedar swamp, covered with small undergrowth, bunch grass-moss and water, which attempting to cross you sink to your knees, and dodge just in time to escape a personal dispute with a snake whom you have disturbed and who seems about to resent the intrusion; then through a birch bush and ravine, through which flows a creek deep and cold, and you have an idea of the travel on the Key of the French. In my opinion cast iron boots and leather pants are needed to stand the heavy walking and dangerous wear and tear, but still it is asserted that those who are used to it can make from two and a half to three miles an hour through the country. Of course, lumbering here, as elsewhere along the coast, is the all-absorbing pursuit of the many, and the mills put forth every effort to forward their designs. Besides the regular steamers *Cherokee* and *Huron*, the Ontario Lumber Company have stationed here the *Toronto Belle*, and their new steamers, whilst the steamer *Norcross* runs up the main body of the French River from the portage, about a couple of miles from town to Kidd's Landing, a distance of 28 miles, and carries supplies to the lumber camps, bringing in return her tow of logs.

LUMBER CUTTING.

From Moose Point to the French River, and long distances on either side of the limits that supply the mills at the lower borders of the bay, during the winter the camps are established far up in the interior of the forests, and the work of cutting and squaring timber for home use and exportation is accomplished, the trees felled, skidded to the river or drawn to a water course by horses, left there until spring thaws the ice, when they are floated down the creeks in drives to the main body of the river, there they are made up into rafts and towed to the Theamomonong or Coponaning at the mouth of the river. Then they are gathered, made into rafts containing thousands of logs, squared so as to lay close together within booms, and are towed to their destination at the rate of from half a mile to one mile per hour, some of these rafts contain as many as 1,000 logs, or about 4,000,000 feet of lumber, and are towed by tugs of special strength, constructed

for the purpose, many of these tugs are far better fitted than the so-called passenger vessels, whilst the meals served are infinitely more preferable. The officers as a general rule are gentlemanly and courteous, and although the time spent in making the trip from the north to the south shore is long still it is by no means wasted; the opportunity to study the coast and scenery, the enjoyment of the trip in pure air, and the pleasure of fishing off the tug, of absolutely having nothing to do fully make up for the length of time occupied. Along the coast the forest seems illimitable from a distance, nothing apparently but woods, although should you go ashore the effect is soon dispelled, for you find that the woods have all been culled of everything that would square four inches, and nothing but firewood and second undergrowth left, but when once up among the lumber camps on the French limits, then you find you are in a forest in reality, among stately pines, hemlock, oak, with hardwoods of every variety. These limits are so many square miles each, and certain of them are sold annually by the Government to the lumber companies, who erect stores near their mills, own their own tugs and river craft and take entire control of all detail appertaining to their business. In the fall, men are hired at the coast towns, shipped to the camps, and with them the winter's supply of pork, flour, clothing, etc., work horses necessary, etc., and there far from even the outskirts of civilization they are left until the ice breaks up in the spring, and although subject to rough living, hard lines in the shanties, as they term it, they return in the spring to work at the mill in the highest spirits and robust and vigorous health. A winter's work in felling timber, dragging over the snow to the river for driving, or if on the main body of water, pinning together in river raft form and getting the logs into shape, gives such exercise that it requires a robust constitution to commence with or the work could not be performed, but with such an amount of open air work the men become as good a type of healthy and robust manhood as may be wished for in these days of civilization and effeminacy. The *Cleveland Iron Trade Review* claims that the Ottawa River alone drains a heavily wooded district of over 100,000 square miles, and is the greatest logging river in the Dominion, some of the logs travelling over 200 miles before reaching the mills, the estimated number of logs annually brought down being about 2,500,000, of an estimated value of \$10,000,000, whilst on the piling grounds at the Chaudiere there is always a stock of lumber estimated at 125,000,000 feet.

Canadian hardwoods rank high for carriage building purposes. The shipments from Ottawa alone in 1887 for a period of seven months of sawn

lumber was 53,918,246 feet B.M., whilst the cut of some of the mills belonging to the wealthy lumbermen, and situated at the Chaudiere Falls is simply enormous. J. R. Booth & Co., cuts 90,000,000 feet; Bronson & Weston, 75,000,000; E. B. Eddy & Co., 80,000,000; Purley & Pattee, 70,000,000; Hurdman & Co., 60,000,000; Grier & Co., 16,000,000; whilst James McLaren was credited with having cut over 50,000,000 during the season.

Maple does not hold its beauty to the eye like oak, but discounts it when you come to flooring. Red oak for working is becoming popular. It is easier worked than white oak, shows up as good a grain, is just as durable and far more easily obtained, but the demand for oak and maple is increasing enormously each year.

The immense burners at each saw mill for consuming slabs, bark and sawdust, annually destroy and convert into smoke millions of dollars worth of marketable product. The strips and waste lumber they burn would make excellent firewood, whilst from the sawdust could be converted into fuel gas as easily as coal is now done; the gas is of better quality, and greater illuminating power than such gas, and which would answer the mills in place of the electric light, whilst as a fuel for machinery, compressed sawdust made as in Europe, into bricks, is not only the best combustible for that purpose, but the question of economy in steam fuel would be solved to a great extent.

AYUBAH OR MOOSE.

The Moose, with their heavy, palmette antlers, large head, peculiar muzzle, long legs, deep cleft foot, and shambling gait, distinguishes them from the rest of the deer family, and their retiring nature and solitary habits gives a fascination to the huntsman that is not felt in following all kinds of game. When at bay the Moose fights savagely, striking in every direction with the fore feet, and like the Government mule, occasionally lets out behind. The home of the Moose may be said to be between the 45 and 58 parallels and the range extensively from the "Atick-wat-Huron," or Carriboo mountains, along the Upper Nipissing, Ottawa and Mattawa districts, through the north of Quebec and thence to Labrador. In summer Moose are found in the bottoms near running water, they are good swimmers and stand for hours in deep water, keeping off insects and feeding on aquatic plants, they also are frequently found in the marshes and tamarac swamp, and amid the deepest seclusion of the forest. When their horns

begin to harden in August they become restless and visit the ridges at night. In the latter part of September the rutting begins, and they leave the bottoms for the hills. The bulls are then in finest condition, and parade the ridges until the trails are easily seen. For about three weeks they seem to travel continually, going the round regularly over their scraping grounds, and have short cuts from ridge to ridge, so in order to get a good shot and bring down his game, the hunter must climb a tree at evening or at daybreak, for moose are quick of sight and keen of smell. A side shot position should be taken, for when the quarry appears he is generally on a slow trot, but stops to listen on tops of ridges, a heavy breach-loading rifle should be used and the game shot in the shoulder on a line with the fore leg. It is a habit amongst experienced hunters never to shoot carelessly at any kind of large game, the first shot is generally sent with precision, as it is of more value to the hunter than several chance shots when the game has been alarmed and going furiously away, and a good still hunter seldom wastes a cartridge when hunting in timber, but his best chance is when stalking, for the game is easily frightened and when fairly started, unless headed, is seldom killed. When the running season is over they collect into small bands and browse in the bottoms, and on the side hills, feeding on small shrubbery, of which willow, poplar, hazelbush, swamp maple, and black birch, seem to be preferred. The first heavy snowstorm is a signal for the moose to start out and scour the country for winter feeding ground, and they generally select a valley with a good growth of sprouts, well protected from wintry blasts by pine timber, or hills, there they browse on tamarac, white pine, and the fungus growth found on maple and birch trees until the next deep snow falls, when the whole kaviyard of moose becomes welled in, and yarded for the winter.

How to hunt moose and elk, is a question which every second man will essay to settle in the briefest manner. The infrequency of meeting these animals partly accounts for the difficulty of stating method, together with their marvellous celerity of movement and staying power. It is but a short experience that one can get from a single interview, unless in such a case as that of startling a moose in a thicket without its knowing where you are, and upon your opening fire its circling round you evidently more bewildered every shot.

Whether a moose will condescend to jump, or by any means leave the trot, is a question of which I should like to hear something from one who really knows. It is believed by many that the elk travel—until the snows are somewhat deep—for many miles, and then retrace

across the valley, and "over the hills and far away," to another favorite haunt. If this be a fact, light gleams in upon many of the mysteries connected with "good runs," but no "hide or hair." But the

"WAPTI OR ELK,"

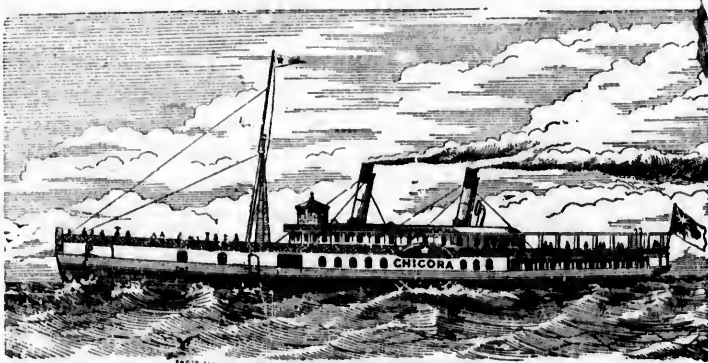
noble in size, magnificent in form, with beautiful spreading antlers, he has been called the monarch of the deer family, but like the moose are becoming very scarce. They usually travel in bands, but when unmolested go in single file, leaving a long straight trail easily followed. They are very timorous in their nature, and their perfect sight and delicate scent often prevent the hunter from stalking them successfully. When shot at from ambush they huddle together like mountain sheep, and then make a grand stampede for the hills. They are easily approached from leeward under cover, and when surrounded the band becomes confused and run so recklessly that they can be fired at from several points. At evening, when feeding on the outskirts of the timber, is the hunter's best time.

"ANTELOPE"

are still occasionally found all the way from the Saskatchewan in the North-West and Keewatin and Manitoba, through Algoma and Northern Ontario down to the borders of Quebec and Labrador. Their favorite haunts are the foot hills and table lands of the lower ranges, and like the deer they often cross from one range to another. The rutting season in September is the best time in which to obtain good shots, and a heavy rifle of 44-calibre, with telescopic sights, is the one needed, but for those who do not wish to stray far from camp, the fox, rabbits, hares, and squirrels which abound will afford ample sport, and both fur and meat for sustenance. If the region of the water shed has proved far enough north for our hunting party, the best route on return is to make for the trail between Mataganishing and Lake Wahmapitaeping, thence crossing the north-east and south-east channels of French river, once more arriving on the eastern coast of the Georgian bay, there unloading on to the boat or steamer, soon arrive at Parry Sound.

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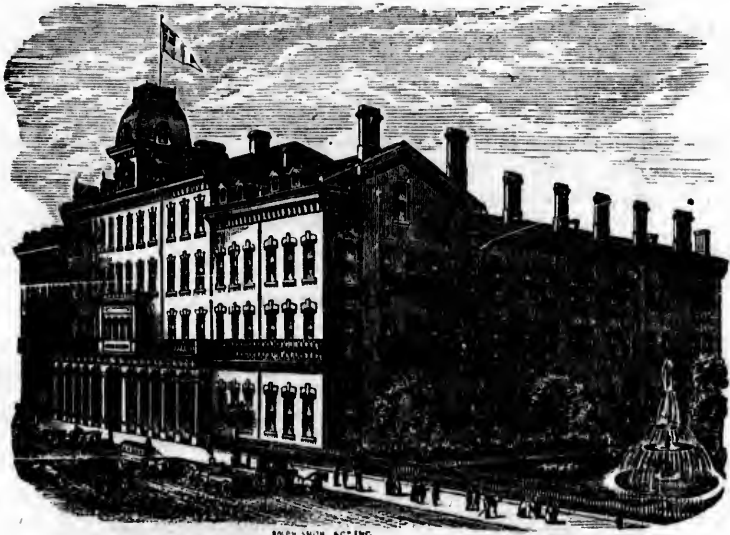
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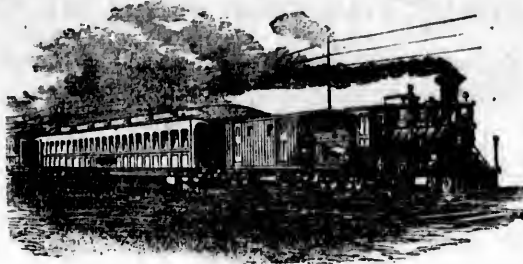
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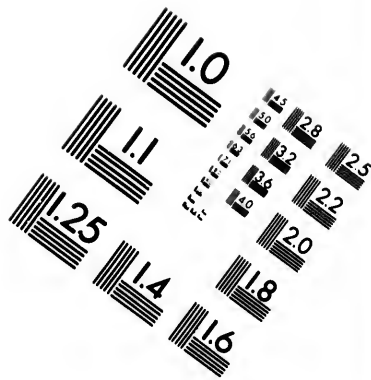
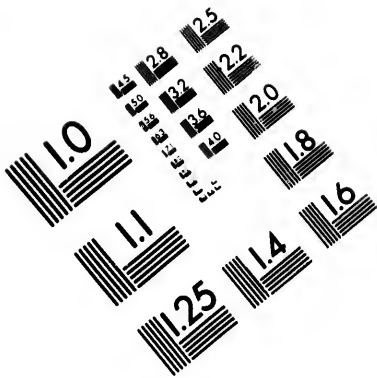
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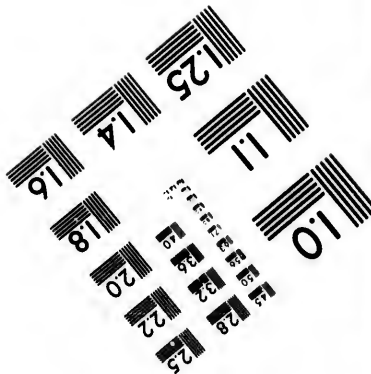
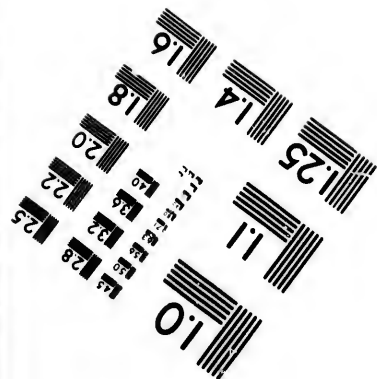
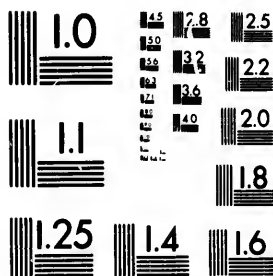
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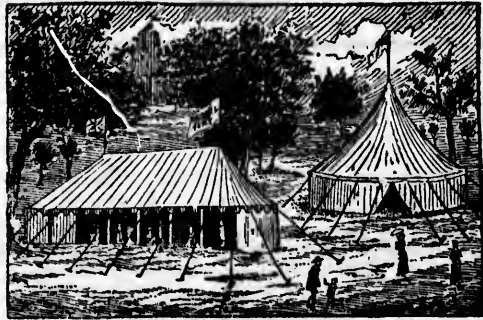


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In connection, JAMES STAFFORD has opened a first-class Grocery and Provision Store, and is an importer of all kinds of Fancy Groceries, Sauces, Pickles, Catsups and Jams. Canned Meats, Soups and Fruits for camping parties packed and shipped to all points. Special lines of Imported and Domestic Cheese.

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CORNER MAIN AND SIMCOE STREETS, PENETANGUISENE,

BAKER AND CONFECTIONER.

FRUITS AND GENERAL GROCERIES.

We have always a first-class stock ready for camping supplies, of which we make a specialty. Canned Fruits, Vegetables and Preserves, etc.

In connection with the above, we would state that we have opened a Dry Goods Department, Staple and Fancy Children's Clothing and Fancy Goods, Berlin and Worsted Work, Wools and other work, and also a general assortment of household necessities.

ADVERTISEMENTS.

The Beaverton General Agency,

JOS. C. JENNETT, MANAGER.

Life, Fire, Accident and Marine Insurances. Money to Loan, Rents and Debts collected, Ocean Steamship Agency. First-class Old Country Companies represented. Life, Fire and Marine Insurance—District Agent for several. Agent for Cannington, Beaverton, Orillia, Barrie and Midland. White Star Line, Anchor Line, Beaver Line Royal Mail Steamships (in connection with the Canada Pacific Railway) from Montreal, calling at Queenstown. Passengers by any of the above steamship lines booked at through rates to and from almost any seaport or railroad station in the world. The steamers of the above lines are first-class in every respect, and the accommodation for passengers cannot be excelled by any other line. All kinds of General Agency Business transacted. Commissions reasonable.

OFFICES:
SIMCOE STREET, BEAVERTON.

JOS. C. JENNETT, Manager,

BEAVERTON WOOLEN MILLS.

—: MANUFACTURERS OF :—

WHITE AND GREY BLANKETS,

FLANNELS. FULL-CLOTH.

STOCKING YARNS IN ALL COLORS.

C. T. YOUNG, PROPRIETOR.

MIDLAND LIQUOR STORE

This store will constantly keep on hand for family and tourists' use, and for medicinal purposes, the best brands of Port, Sherry, Brandy, Whisky, etc., etc., also Ales and Porter by bottle or cask. All kinds of first-class Liquors and Cigars constantly in stock, at lowest cash prices. Camping parties supplied daily on order by post card or by arrangement.

W. A. PHILLIPS, Proprietor.

MAPLE LEAF HOTEL,

PORT COLBORNE, ONT.

This new Hotel will be found well suited to the wants of the public. It has been re-fitted and re-furnished throughout, and has good accommodation for guests. Best quality of liquors at the Bar.

Excursions from Buffalo or other American ports liberally arranged with.

C. McNEIL, Jr., Proprietor.

ADVERTISEMENTS.



THE PALMER HOUSE

COR. KING AND YORK STREETS,

TORONTO, ONT.

J. C. PALMER, - - - - Proprietor.

ALSO OF KERBY HOUSE, BRANTFORD, ONT.

This hotel is the most desirable for the merchant, the lawyer, the business man and the pleasure tourist, as street cars pass the doors, to all parts of the city, every five minutes, and all the fashionable dry goods stores are located on King Street. Besides its superiority in point of location, it is the hotel of Toronto. Complete in all its appointments, with magnificent parlors and bedrooms detached, and *en suite*,

TERMS, - - - \$2.00 PER DAY.

ADVERTISEMENTS.

QUEEN'S HOTEL.



WILLIAM ROGERS, - Proprietor.
MIDLAND, ONT.

Newly built and fully furnished "THE QUEEN'S" will be found
One of the Most COMFORTABLE and COMMODIOUS in the Province.
Its rooms are cool, airy, and well apportioned, being under the personal
supervision of the proprietor, every attention is anticipated, whilst
The table is replete with the best to be
obtained.

FOR THE TOURIST WHO SEEKS
LOVELY SCENERY!

Pure cool breezes, boating without danger,
the best fishing on the continent, the vicinity of Midland fills
every requirement.

TERMS MODERATE.

ADVERTISEMENTS.



H. F. SWITZER,
MIDLAND.

LOAN, INSURANCE AND LAND AGENT.

FIRE, LIFE AND MARINE INSURANCE.

Best Canadian, British and American Companies Represented.

Money Loaned on Farm and Town Properties.

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BUSINESS STRICTLY PRIVATE.

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ADVERTISEMENTS.

NIAGARA FALLS BREWING CO'S
"SPRAY" ON DRAUGHT.

IMPORTER OF FINE WINES
LIQUORS AND CIGARS.

THE "CLARENDON"

J. QUINN, Proprietor.

92 KING STREET West, Toronto, Canada.

BASS & CO'S
BURTON ALE AND STOUT
ON DRAUGHT

GUINNESS & CO'S
CELEBRATED DUBLIN STOUT
ON DRAUGHT

O. F. C. Kentucky Bourbon on Draught.

H. COOKE & CO.,

Druggists, Booksellers and Stationers,

ORILLIA, - - ONTARIO.

SCHOOL BOOKS A SPECIALTY.

HEWIS HOTEL,

MIDLAND, ONT.,

DAVID HEWIS, - Proprietor.

This hotel under the personal supervision of ex-Councillor DAVID HEWIS, is one of the most convenient hotels in this section. A home-like farmers hotel. With first class stabling and every accommodation.

The bar contains a choice selection of Wines, Liquors and Cigars.

TERMS: ONE DOLLAR PER DAY.