

"FOUR-TRACK SERIES." No. 34.

TO OTTAWA, ONTARIO

Via the Rideau Lakes and River

FROM THE
THOUSAND ISLANDS

AND THE TERRITORY OF
The NEW YORK
CENTRAL
LINES

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THE NEW YORK CENTRAL'S

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A NEW TOUR BY AN OLD ROUTE.

FROM THE THOUSAND ISLANDS TO
OTTAWA, VIA KINGSTON, AND THE
RIDEAU LAKES, RIVER AND CANAL.

FEW people are aware of the many delights to be found in the Rideau Lake Region of Canada. A trip through this country is one of the most delightful experiences a person can have. There is just enough variety in the trip through the lakes, the river and the canal to charm, and the varied scenery, delightful climate, and the sport of fishing and hunting, together with the splendid accommodations, make the trip a veritable pleasure.

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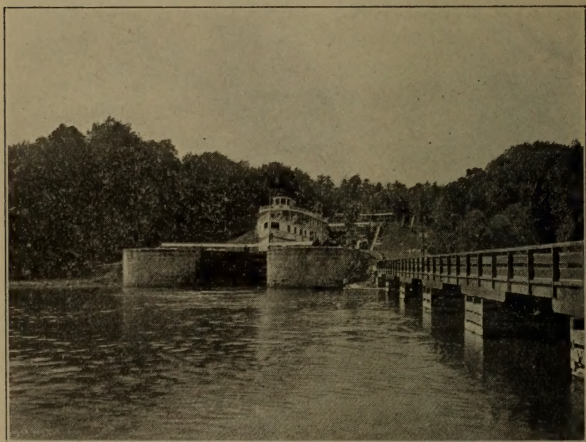
All who can should take this trip.



WOLF LAKE ON THE RIDEAU ROUTE—REACHED BY THE
NEW YORK CENTRAL.

THE RIDEAU RIVER ROUTE.

AMONG the many great inland waterways with which Nature has so lavishly endowed a major portion of the Dominion of Canada none seem to have attracted the attention of tourists within the past few years to a greater degree than what was originally termed the Rideau Chain of Lakes, but which, through common usage, or, more properly speaking, misusage, have for years been buried under the general appellation given to the canal of that name. It has been virtually a case of the tail wagging the dog, and in the misapplication, we fancy, is to be found one of the most potent reasons why this region, acknowledged by many famous travelers to have few equals in point of scenic beauty, either in America or elsewhere, has remained, for so many years, practically a terra-incognita to the tide of tourist travel which was actually passing by its very portals. And, certainly, the tourist has not been wholly to blame that such a state of things should exist. Individuals from



LOCKS AT JONES' FALLS, ON THE RIDEAU ROUTE—REACHED BY THE NEW YORK CENTRAL.

the ever-growing tourist army may, of course, have been creatures of impulse to the extent of being ready at all times to fly off at a tangent on new and unexplored grounds, even though a first glance would seem to offer very little in the way of scenic or sporting entertainment. But to the ordinary seeker after this kind of pleasure something is needed beyond the putting up of a signboard to lead to deviation from the well-known path, and to this class, it is fair to assume, the term "canal" was not a particularly fetching one to conjure with. It was, in fact, very likely to at once bring to the mental vision muddy tow-paths, dilapidated barges, sulphurous-voiced mule-drivers, and perhaps, the patient and picturesque mules themselves; but it certainly needed considerable in the way of imagination to bring into association with the term such a wealth of charming scenery as the Rideau Route actually affords. To the casual student of nature it naturally seems a far cry from the middle of a low-lying field under cultivation, to rock-enclosed, island-

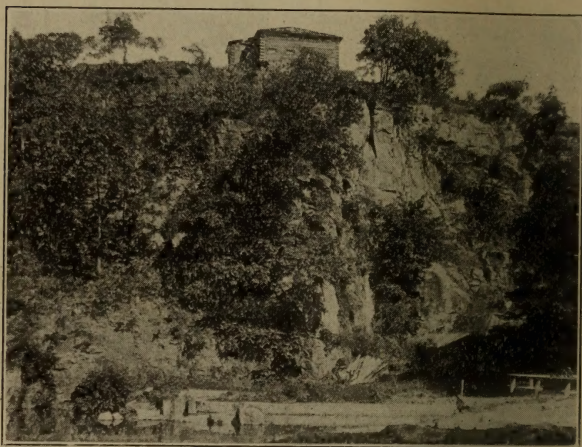
studded, foliage-hidden waters of wondrous beauty and almost limitless extent; but just such rapid transitions are quite common on the Rideau, and, in fact, serve largely to make a passage through its wonderfully intricate channels an experience never to be forgotten. Another serious drawback, which for so many years served to keep this noted chain of lakes from a general introduction to the traveling public, was the lack of intelligent advertising and the means by which they could be navigated with speed and comfort. These were drawbacks indeed; but all have now been overcome, and the immediate result is seen in the success which, from its inception, has attended the efforts of the Rideau Lakes Navigation Co. to give this famous waterway constantly-increasing favor with the public.

Before further anticipating, however, it would be well, perhaps, to present to our readers a brief history of the stupendous mechanical and engineering work through which a continuous connection was made by water between Kingston, on Lake Ontario, and Montreal, on the lower St. Lawrence, a distance roughly computed at 226 miles. This will serve at the same time to acquaint the reader with the causes which led to the use of the term canal as applied to the whole waterway.

THE RIDEAU CANAL.

As many of our readers are doubtless aware, the friction between England and her American colonies, which ultimately resulted in the establishment of a great nation to the South of Canada, left in its wake a strong trail of rancor, manifested from time to time in what, at this peaceful age, we are pleased to term a slight unpleasantness. Immediately succeeding the trouble of 1812-13, the British Government feeling that in the event of further hostilities, her Canadian possessions were likely to be placed at a disadvantage, should the United States take a notion to block the St. Lawrence system of canals, determined to construct an independent waterway from Montreal to the Great Lakes. It was necessary, of course, to have the same outlets as by the St. Lawrence route, and it was essential, also, that the connection should be sufficiently far inland to render the completed work defensible. Some of the foremost engineers in the service of the English Government were accordingly ordered to Canada to make preliminary surveys. The route chosen was through the long system of inland lakes forming what was then known as the Rideau Chain, lying between the points already named, and distant, in most cases, several miles from the St. Lawrence. All were, however, in a sense, parallel with that river. It was found that the greater portion of the engineering difficulties would be encountered along the route between Kingston and Ottawa, a distance of 126 miles, and, as this stretch has more to do with the purpose of this work than the balance between the latter city and Montreal, it will be our aim to describe its features and general characteristics. The preliminary survey showed at once that the work in hand was perfectly feasible, as it really meant that a series of lakes had to be joined together by short stretches of canal, aggregating but little more than six miles in length. It meant, also, however, that if a permanent work was to be supplied an immense amount of labor and a corresponding outlay of money would, of necessity, require to be forthcoming. Both difficulties, of far greater magnitude than now, were successfully met, and in the year 1832 what has come to be known as the Rideau Canal was reported completed at a cost closely approximating \$5,000,000.

To-day, after the lapse of nearly seventy years, the work stands as an apparently enduring monument not only of the power of brains, and pluck, and financial resource, but likewise bearing on every lock, every dam and every revetment wall the hall-mark of capable labor honestly performed. To fully recognize this, one has to but step off either of the steamers of the Navigation Co., in their passage of any one of the locks along the route, and carefully note the nature of the work done by these early artisans and engineers. They will scarce need be told that thoroughness and strength entered largely into the work on hand. There is an air of solidity and massiveness about every inch of the great structure which not only leaves upon the mind a sense of strength, but is also very apt to lead to the formation of contrasts between the contracting results of this age and those of the long, long ago. Of course much of this is explainable from the fact that the route, as originally intended, was nothing more or less than a military highway independent



OLD BLOCK HOUSE AT MORTON DAM, RIDEAU ROUTE—REACHED BY THE NEW YORK CENTRAL.

of that already established along the St. Lawrence. One needs to realize this, too, in looking about for a solution to the evidences of massive strength which are met with at almost every turn. At many of the locks the original dwellings of the early lockmasters are still to be seen. These structures, known as blockhouses, are very solidly built of stone, loopholed for musketry; situated always so as to thoroughly command the approaches to the locks, and underneath not a few of them are still to be found drilled wells capable of supplying water to the inmates in the event of their being besieged. History happily tells us, however, that during all these years the great work has never been put to the use for which it was originally intended. Indeed, not a little food for reflection, on the changes wrought by the passing years, is found in the fact that much the larger proportion of those who now pass yearly along this old military highway are of the very race against whose possible encroachments it was built as a protection.

THE TRIP OF TO-DAY.

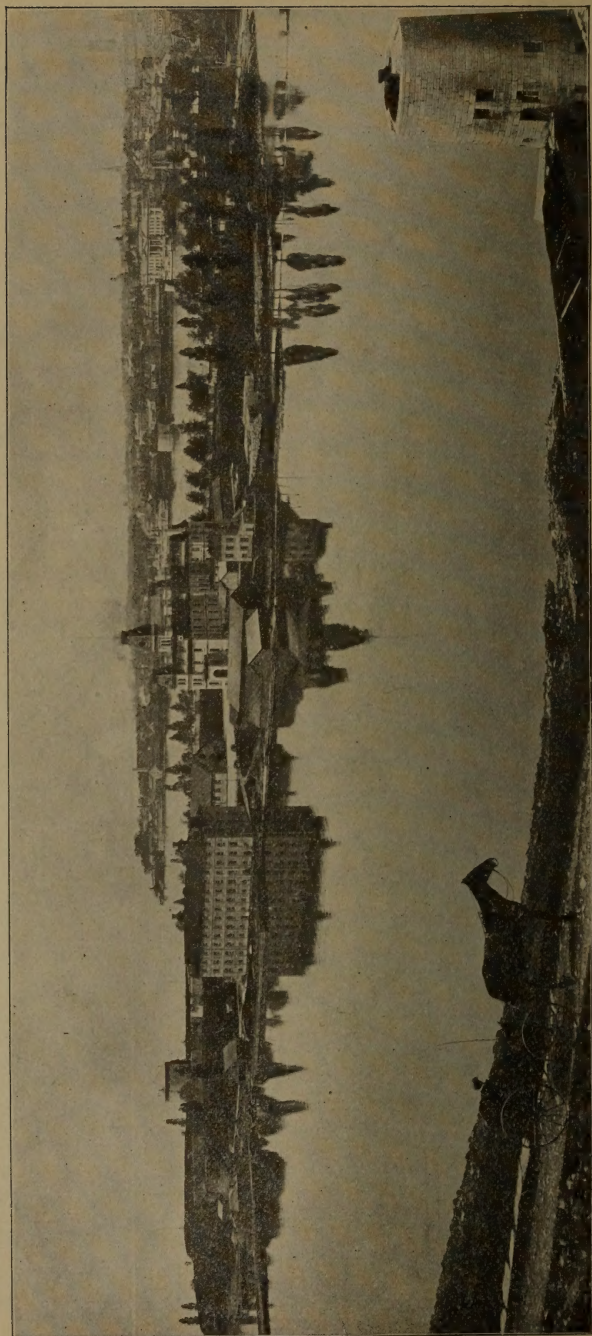
Before asking the tourist to join us in the run of over one hundred miles between Kingston and Ottawa, it would perhaps not be out of place to briefly refer to the really excellent boats which have done so much to popularize this route. The line at present includes the screw steamers "Rideau King" and "Rideau Queen," and to those who may still have a fear engendered by the canal bogey, these craft are likely to be something of a revelation. Though both are of the full length allowed by the locks, 112 feet, and built especially to meet the requirements of this route, the "Rideau Queen" is probably the more modern, having been launched late in the season of 1900, and, therefore, a brief description of her prominent features will be found of interest.

THE "RIDEAU QUEEN."

This steamer, launched, as already stated, in July of 1900, is quite up to, and in not a few respects superior to, any passenger craft at present plying on the inland waters of Canada. Her length over all is 112 feet, extreme beam 28 feet, and though 7 feet 6 depth of hold, has a draft of but 4 feet 6 forward. Her power is supplied by a triple expansion engine with cylinders $8\frac{1}{2} \times 13 \times 21$, and a stroke of 14 inches. She is thus enabled to easily obtain a speed of twelve miles per hour and maintain it evenly throughout the run. Hard coal is burned in her grates, and passengers, therefore, are not called upon to suffer annoyance from hot cinders and grimy smoke, always attendant upon the use of soft coal. Her upper works are so constructed as to allow a promenade, outside the cabins, the whole length of the boat, 112 feet, while, exclusive of the cabins, twenty-five feet clear is afforded forward and twelve feet aft. She is lighted throughout with electricity, a plant furnishing 350 lights having been supplied by the Canadian General Electric Co. In fact, nothing seems to have been neglected by the company which was considered as at all likely to add to the comfort of passengers. The dining room seats comfortably over fifty people, is a model of neatness, and quite in keeping with the sleeping apartments provided. These include twenty-two double and twenty-two single berths. Some of these are en suite and all are provided with running water, lavatories, electric bells, and, in fact, all the accessories of a modern hotel or private dwelling. Another important feature is the ventilation of all the rooms. This is accomplished by the use of steam fans, by means of which the passenger can practically gauge the temperature to suit himself. These features, together with the really elegant furniture supplied throughout, brought the cost of the "Queen" up to nearly \$40,000.

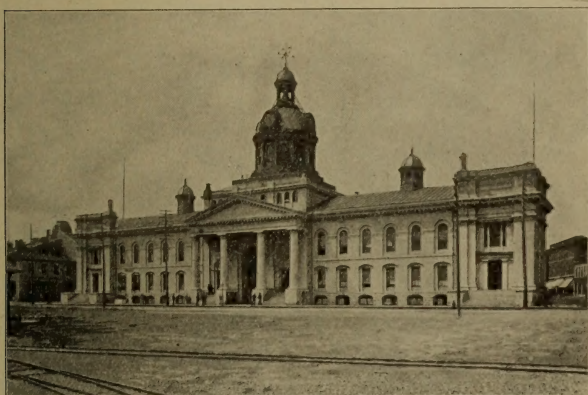
AN HISTORIC CITY.

Assuming that the tourist has arrived in Kingston, on the day preceding his proposed trip up the Rideau we would strongly advise a ramble in and about this somewhat interesting city. Situated practically at the foot of Lake Ontario and, therefore, at the head of the grand old St. Lawrence River, the Limestone City has always held an important position both commercially and from a military viewpoint. Its military importance was recognized from a very early date, a settlement having been effected there by Governor Frontenac and a fort erected. It was, likely, so considered from the time Canada came under control of the British and for a number of years held the dis-



THE CITY AND HARBOR OF KINGSTON, ONTARIO—REACHED BY THE NEW YORK CENTRAL.

tion of being the strongest fortified post along the Canadian border, with the single exception of Quebec. Though an old city, it has kept pace with the general advancement of the country and now boasts, in addition to a population of 20,000, the possession of good pavements, electric-lighted streets, water works and sewerage systems, trolley cars, dry docks, large elevators, handsome business blocks, capital hotels and, in fact, most of the appointments which serve to make up a modernized city. It will require no great effort on the part of the tourist, however, to establish a close connection between past and present in the points of interest which are likely to come under his observation. Should his entrance be made by water, probably the first conspicuous objects to catch his eye will be what are known as the Martello Towers, several of which are to be seen from the deck of incoming steamers, one, in fact, occupying a shoal right in the waterfront of the city. These round, solidly



THE CITY HALL, KINGSTON ONTARIO—REACHED BY THE
NEW YORK CENTRAL.

built stone structures, with their revolving tops, were evidently much in favor with the early military engineers, and were, no doubt, of material strength in the days when artillery was conspicuous principally for the noise it was capable of producing. To-day the principal part they play is in imparting a distinctively picturesque effect to an otherwise busy and modern-looking harbor. To the right of the harbor, and connected with the city by what is known as Cataraqui Bridge, lies a fine bluff, on which is to be seen the port's old and solid-looking defensive work, Fort Henry. Though interesting in a marked degree, even the unmilitary observer would scarce need be told that it is hardly up to date, at least as judged by modern military standards, and yet if manned by a resolute force, equipped with latter-day weapons, it would still be a somewhat difficult nut to crack. This, at least, was the view taken last season by an old-timer whom we encountered on the grounds, and who remarked that while the "old stone pile did look hancient, the party as ever took it by close-range work would 'ave somethin' besides a tea party on their 'ands." Farther along the bluff stands the handsome modern pile of limestone, well and favorably known as the Royal Military College. This is Canada's West Point, and is well worth a visit. In fact, the whole ground hereabouts is both

historic and interesting. In the city itself the main points of interest are the Tete du Pont Barracks, Dominion Penitentiary, Asylum for the Insane, Queen's University, Regiopolis College, St. George's Cathedral, a modern dry dock, and the city buildings. Having visited these points, the tourist, if he is to be a passenger up the Rideau, can go aboard the steamer and enjoy a night's rest surrounded by every comfort and convenience.

THE RUN UP THE RIDEAU.

At seven o'clock next morning the boat pulls out from her dock, passes at once through Cataraqui Bridge, and the journey up the Rideau has commenced. For the first few miles, during which a passage is made through what is locally termed the "marsh," one is apt to think that he has entered on a voyage up the proverbial "Crooked Creek." There is a wide expanse of low, marshy ground on both sides of the narrow waterway as we go twisting along, and the observer has but to watch the frequent close calls by which the steamer grazes one short turn to take even a shorter one a few feet farther on, to at once recognize the presence in the wheelhouse of a man who knows his business, and does it. And probably this would be as good a place as any the tourist could select at which to acknowledge his admiration for the men who pilot the steamers of the Rideau Navigation Co. He is pretty certain to make this acknowledgment before he reaches Ottawa, and might as well prepare himself for the inevitable. And he can easily do this if he will but stop long enough to think that what he sees done in the way of intelligent piloting in the broad light of day is accomplished by these same men on nights which the term dark can scarcely be said to adequately describe.

Though this run of a few miles through the marsh is not calculated, perhaps, to very favorably impress the tourist, it in reality has an excellent effect, as it serves to heighten the contrast which is very suddenly encountered as the boat glides into the narrow and beautiful reach between bluffs fully 200 feet in height, and which ends at the first lockage, Kingston Mills. This lockage, about six miles from the starting point, introduces us to the great engineering work by which the long series of lakes and reaches were joined together. The work here consists of four locks, and when they have been passed, quickly and without the least discomfort, the passenger may be surprised to learn that the boat on which he stands has been lifted sixty feet. Once on the upper side, he is in a position to see that in order to hold back the waters of the Cataraqui a dam 6,000 feet long and fourteen feet in height was required at this point. He will also note here, as in fact at all the other locks, the massive and enduring character of the lock masonry. This consists wholly of cut limestone of the largest dimensions and laid up in courses with Portland cement. The spot is a wildly handsome one, while over our heads, spanning the gorge, stretches the steel structure on which are carried the double tracks of the Grand Trunk Railway. The damming of the waters here, while it obviated the necessity of any extensive excavation for ten miles beyond, flooded considerable of the surrounding country and led to the formation of what are known as the "drowned lands," which stretch on either side for the greater part of that distance. A vast feeding ground for wild fowl is thus afforded, and during the open season the section is much frequented by sportsmen. Just beyond this drowned-land area we enter a short cut or excavation and in a few minutes arrive at

WASHBURN'S LOCK.

This is a single lock, very picturesquely situated, and by means of which the boat is lifted another ten feet. It leads to a cut on the other side, and this, in turn, after a short run of two miles, brings us to

BREWER'S MILLS LOCKS.

This work virtually marks the real commencement of the navigation of the original lakes. We are given another lift of fifteen feet here, and on emerging are for some time at a loss to know how the boat is going to escape running into a cliff. The man in the pilot house is still doing business at the old stand, however, and as he gives the spokes of his wheel a few sharp turns the boat glides noiselessly to the right, and the next instant the beautiful waters of a hill-enclosed reach burst into view. On



KINGSTON MILLS LOCKS, RIDEAU ROUTE—REACHED BY THE
NEW YORK CENTRAL.

one side the most distinguishing feature is a rocky bluff, something over 100 feet in height, and affording some beautiful contrasts of shade and color. This bluff likewise has the distinction of furnishing a clear-cut projection of somewhat gigantic proportions, and which bears such a real, or fancied, resemblance to the profile of the Iron Duke as to bear the name of that noted statesman and soldier. There have been tourists flippant enough to venture the opinion that whoever first made the application was no friend of the Duke, but this remark is generally attributed to a bilious temperament and allowed to go at that. There can be no question, however, regarding the lavish decoration which Nature has made at this point, as it is one of singular charm and beauty. We are now in

CRANBERRY LAKE,

in reality the first of the chain from the Kingston end of the route, and a very handsome sheet of water. It is about six miles long by three wide and contains a number of islands, all

nicely wooded and some of considerable extent. On this lake, but off the regular route, is the prettily-situated village of Seeley's Bay. We are now right at the home of the black and Oswego, or large mouthed, bass. There are many lakes contiguous, also full of these game fish, the whole region, in fact from Washburn's Lock to Smith's Falls, being a favorite ground for the amateur angler. Our outlet from Cranberry Lake is along a tortuous channel, varying in width from 100 to 300 feet, and shut in with steep banks on either side. This spot is considered by some to be one of the prettiest on the whole route. We reach its extreme end in a few minutes and suddenly emerge into

WHITEFISH LAKE.

There is more than a touch of the charm of Scottish scenery about this fine body of water, due largely to the presence of



JONES' FALLS ON THE RIDEAU ROUTE—REACHED BY THE
NEW YORK CENTRAL.

some bold cliffs of reddish-tinged granite and clothed with brush and trees. Past Whitefish Lake there is a stretch which affords no point of special interest, but it terminates, after a run of perhaps five miles, in what is conceded by many travelers of continental fame to be one of the most charming spots in the whole country. This is

JONES' FALLS,

noted not alone for the scene of rugged grandeur which it unfolds, but likewise as the spot at which the most stupendous engineering work on the whole route was encountered and successfully met. Though some of the sages have told us "that Nature unadorned is adorned the most," it would seem that a refutation of this axiom is afforded here, as the great natural beauty of the place has been enhanced rather than detracted from in the immense engineering work, which it was found necessary to undertake. Briefly speaking, it was necessary to overcome a difference in the water level at this point, of eighty-eight

feet, the barrier consisting largely of solid rock. This was accomplished, first, by blasting and carrying away the natural obstruction, and then placing in the channel thus made four locks, at each of which steamers are lifted no less than twenty-two feet. But this was by no means all that had to be accomplished. There had also to be constructed a dam of sufficient length and strength to hold back the great body of water above, and the result is to be seen in the immense horseshoe-shaped pile of cut stone by means of which this object was attained. This structure, which has a total length of 400 feet, is ninety feet in height and 301 feet thick at its base, where, of course, the heaviest pressure is encountered. And there it has stood a solid bulwark during all these years against the forces of Nature which have been hurled against it. The presence of a fine growth of native timber, the unusual elevation, the happy combination of Nature and art, all serve to form a picture which once seen by the observant tourist is not likely to be soon forgotten. The time required here in passing the four locks allows the tourist an opportunity to not only leave the boat, but also to inspect the whole locality at leisure. Jones' Falls is a favorite resort for campers and is made the base from which fishing trips are taken in all directions, there being a number of well-stocked lakes within easy distance. Black and Oswego bass are the principal



BLACK BASS, CAUGHT AT
JONES' FALLS.

fish, and among those usually taken are many of unusual size. Four-pound bass are by no means uncommon in this favorite section. Pike, or what our American friends call pickerel, are also abundant, and many of these attain an enormous size.

During the considerable period taken up in the work of lock and dam construction at this point the engineering staff had a permanent camp at a near-by spot, generally designated as "The Quarters," a name which it bears to the present time. This is also a beautiful spot, on a narrow winding reach, over which the trees from opposite banks almost form a leafy arch. It

was certainly an ideal spot for a summer camp and one which will lead the visitor to suppose that the engineers combined work and pleasure during their stay. In those days the laborers were paid wholly in silver specie, of the denomination of half and quarter dollars, and on pay days it is said to have been no unusual sight to observe wheelbarrow loads of this coin being trundled about at the direction of the different paymasters. The money was ordinarily carried in wooden kegs and was brought in wagons, under an armed guard, from Ottawa, then known as Bytown.

A brief but most entrancing sail through the serpentine channel, past the "Quarters," brings us into

SAND LAKE,

a most beautiful sheet of water thickly studded with islands.

THE NEW YORK CENTRAL'S

As its name indicates, this lake affords some very fine sand beaches, and is also a favorite resort for fishermen. During the season many camps are to be seen on its islands and along its shores.

OPINICON LAKE

is next reached through a narrow channel. This body of water takes its name from a bulbous plant found along its shores, which the Indians look upon as a potato. The lake is probably six miles in length, has a width in some places of two miles, and contains many handsome islands. It also affords excellent fishing. The next point of interest is



OPINICON LAKE, RIDEAU ROUTE—REACHED BY THE NEW YORK CENTRAL.

CHAFFEY'S LOCK,

also a charming spot, and affording a small, though very well-kept hotel, which yearly accommodates quite a large number of tourists. There is but one lock at this point, and when it has been passed the steamer has climbed another twelve feet towards the height of the land which we are now fast approaching. Almost immediately after getting through the lock we find ourselves in

INDIAN LAKE.

This differs from many of the other bodies of water through which we have passed, particularly in the character of its shores. These are of the most rugged nature, in some places of great height, and presenting a *tout ensemble* of most attractive natural wildness. The boat takes a gradual turn to the right, after entering this lake, and then heads straight across to what appears, from the steamer, to be a solid body of heavily-wooded land. A depression gradually appears, however, and suddenly we find ourselves in a very narrow channel, from which we almost immediately enter

CLEAR LAKE.

Here we find one of the smallest lakes of the whole series, but what it lacks in size is amply atoned for in depth of water

and scenic characteristics. Its shores, particularly on the left of the entrance, are precipitous but attractive, from the presence of a thick growth of timber. We bear to the left after passing the narrow entrance, and here again find ourselves approaching a high bluff without any apparent opening. This approach is possibly more mystifying than that to Clear Lake, but ultimately the pilot runs us into another narrow passage, shut in by high and rocky banks, and along which evidences are plentiful of frequent occupancy by campers. This, we are told, is the Fiddler's elbow, so called because the trend of the channel bears a striking resemblance to the position which a violinist's arm takes in handling the bow. While we are still wondering just how the steamer is going to effect an exit from the woods a sharp corner to the right is turned, and instantly we see in front a large and very handsome body of water thickly dotted with heavily-wooded islands.



THE EIGHT LOCKS OF THE RIDEAU CANAL AT OTTAWA—REACHED BY THE NEW YORK CENTRAL.

NEWBORO LAKE

is widely and favorably known as affording some of the best bass fishing on the whole chain and is accessible by both boat and rail. As a result, it is very generally resorted to, and not a few substantial and tasty cottages are to be seen on its islands and along its shores. After passing Grass Point, a pretty stretch of shore much in favor with campers, the cosy village of Newboro is seen directly ahead. Just before reaching the foot of the bay on which it lies, however, the steamer takes a turn to the left and at once brings up at the last lock on our way to the height of land. At this point we get our last lift of eight feet, and now, finding ourselves 192 feet above the level of our starting point, commence virtually the run down hill. Newboro thus has the distinction of marking the ridge of a watershed, the waters in one direction running towards Kingston and in the other towards Ottawa. A cut nearly one mile in length was necessary at this point in addition to the lock, and in making its passage

we see over our heads two bridges, one carrying the rails of the Brockville & Westport Railway, and the other used for the general traffic of the vicinity. Newboro itself has a population of about 1,000 and, besides affording exceptional fishing, is much frequented by sportsmen in September and October, when excellent black duck shooting is to be had on the extensive wild rice beds at the foot of the lake. Emerging from the cut mentioned we at once enter

LITTLE RIDEAU LAKE.

A beautiful sheet of water containing some very fine islands, on which are located many modern and artistic cottages. On the north shore of the lake is the Laurentian Range of mountains, at the base of which are several pretty cottages, notably "Lincoln Plain," owned by G. Frank Reynolds, Decorative Artist.

Westport, a village of 1,600 population, is charmingly situated on the west shore of the lake. It is a bustling place, with good hotels and private boarding houses, fine churches, excellent



RARE SPORT WITH ROD AND GUN ON THE RIDEAU ROUTE.

schools and many handsome residences. It is the terminus of the Brockville & Westport Railway. Its citizens are progressive and are a unit in all that tends toward the prosperity of the village. To the west of the town limits lies Sand Lake, noted for its pickerel or wall-eyed pike. On its banks are a number of summer cottages. About a mile west of Sand Lake is Wolfe Lake, which has recently attained great prominence as one of the best resorts for bass fishing in Ontario. Intending visitors requiring any information as to fishing, etc., will receive prompt attention by addressing the following business men: D. Foley & Co., Wing & Mulville, I. H. Arnold, General Merchants; Scott & Hogan, Dealers in Hardware & Fishing Tackle; R. J. Whaley, Druggist; G. Frank Reynolds, Decorative Artist; Adams & North, Liverymen; R. E. G. Burroughs, Merchant Tailor; G. W. Castle, Jeweler and Fancy Goods; W. W. Russell, Barber and Tobacconist; W. C. Fredenburgh, Mill Owner; McEwen & Bygrove, Butchers, and H. W. Lawson,

Barber. All necessary supplies for tourists can be obtained from these firms. Boats and oarsmen may also be had at reasonable rates.

This village is also the point at which many American patrons of the Rideau Route, on their way to Cedar Park Hotel, at Charleston Lake, are afforded railway connection with that somewhat noted fishing resort. The route by rail is from Westport to Athens, covered in about half an hour. At the latter place, if Landlord Southworth has been previously notified by either wire or telephone, the visitor is met by an omnibus and after another half hour's drive is landed at Cedar Park. This hotel, the largest and probably the best known in the district, affords many comforts not usually to be found at fishing resorts. These include telegraphic and telephonic communication, daily mail, living spring water, bath rooms, a complete system of water-works and sewerage, and a large staff of professional oarsmen.

Leaving Westport we bend again to the right, and after a run of six miles reach the foot of the lake at a point locally designated as "The Narrows." It will be remembered by the tourist that we are now on the down grade, and at this point the single lock we enter is used to lower instead of elevate us. Probably at no point on the route is a better idea given us than here of the slight barriers formed by Nature to separate some of the lakes on the Rideau Chain. It is very appropriately named "The Narrows," as the natural barrier of land is so narrow that one might toss a biscuit from one lake to the other. It has no tree growth whatever, and, as a result, those on the higher level have an unobstructed view both of the Little Rideau in our rear and the water we are about to enter. As the lock gate opens in our front we have been dropped four feet, and now find ourselves in

BIG RIDEAU LAKE.

This is the largest single body of water on the whole chain, and in some respects the most attractive. From the point of our entrance to the exit the distance is about twenty-one miles, while its width, at one place, is between seven and eight miles. Its northern shore is rocky and precipitous, but to the westward finely cultivated farms, in some places, come down to the water's edge. Its islands, fully 200 in number, are mostly heavily wooded and so situated as to bear a close resemblance to that region of the St. Lawrence known as The Thousand Islands. A good many substantial cottages are to be seen, while on Long Island is situated the Angler's Inn, a club house purchased some years ago by officials of the Canadian Pacific Railway, and now occupied by them every summer. Irrespective of its size and great natural beauty, the Big Rideau is noted as a fishing ground. Its salmon trout have something of a reputation both for size and gameness, while it is also well stocked with black bass, Oswego bass, rock bass, moonfish, pike, perch, whitefish, herring, sunfish and bullheads.

Shortly after entering the lake the steamer bears to the south and enters quite a large bay, upon which is situated the village of Portland. This is a port of call, as is also Garrett's Rest, farther down the lake. Finally reaching a point known as the "Rocky Narrows," the channel contracts to such an extent as to leave little resemblance to a lake. It has, in fact, more the appearance of a narrow river, but is decidedly interesting. On this run we pass Oliver's Ferry, opposite which a drawbridge is used to allow the passage of boats. This place supports quite a summer population, one of the most conspicuous residences being

THE NEW YORK CENTRAL'S

that of Senator McLaren. Three miles beyond the ferry we reach the actual head of the

RIDEAU RIVER,

marked conspicuously by the ruins of residences at one time occupied mainly by English officers, who yearly visited the region on hunting and fishing expeditions. This whole section was at one time a veritable sportsman's paradise, and was widely known as such by the early Indian inhabitants. Traces of the occupancy of the latter are still plentiful about the lake, which continues to prove a rich ground for the relic hunter and antiquarian. In fact, one of the best collections of Indian antiquities owned by any private individual in Canada was gathered on this ground, and almost wholly from surface observation.



A TIMBER GLIDE—OTTAWA IN THE DISTANCE—REACHED BY THE
NEW YORK CENTRAL.

POONAMALIE CUT.

This cut, which lies about three miles from the head of the Rideau, is always a point of closest interest to the tourist. It is practically a waterway through the virgin bush, and in some seasons the leafy arch overhead has so far encroached upon the passage as to necessitate the use of axes in order that the steamer's smokestack may escape damage. There is very little chance to see much of the outer world, but gradually the entrancing spot is left behind and a run of about two miles brings us to the bustling town of

SMITH'S FALLS.

This place, which owed its original settlement to the excellent water power afforded, is a noted manufacturing center, and within the past few years has made rapid strides in wealth and population, as a result of its advantageous position on the main line of one of Canada's principal railways. It now has a population of about 6,000, and is growing rapidly. It is situated about midway between Kingston and Ottawa on the Rideau. The hotels are large and well conducted. There are two very large first-class hotels about to be erected this summer.

There are no less than four locks at this point and they are used to lower us thirty-four feet. We are now about half way between our point of departure and destination, Ottawa being $62\frac{3}{4}$ miles distant and Kingston $63\frac{1}{2}$.

OLD SLYS'

is our next port of hail. It is only about one mile from our last stopping place. We run under the bridge of the Canadian Pacific Railway at this place, pass through two locks, and drop down fifteen feet six inches.



OLD MOATED BLOCK HOUSE, MERRICKVILLE LOCKS, RIDEAU ROUTE—REACHED BY THE NEW YORK CENTRAL.

LIST OF HOTELS AND BOARDING HOUSES ON THE RIDEAU ROUTE.

POST OFFICE.	NAME OF HOUSE.	PROPRIETOR.	RATE PER DAY.	RATE PER WEEK.
Burritt's Rapids, Ont.	O'Neill House.....	D. O'Neill.....	\$1.50	-----
Chaffey's Lock, Ont.	Boarding House.....	Mrs. Simmons.....	1.00	6.00
Chaffey's Lock, Ont.	Idyl Wild.....	Wm. Larshley.....	1.50 to 2.00	7.00 to 10.00
Channel Grove,				
Simcoe Island, Ont.	Hotel Briggs.....	Mrs. Briggs.....	2.00	7.00 to 12.00
Jones' Falls, Ont.	Hotel DeKenny.....	Thos. Kenny.....	1.50 to 2.00	7.00 to 10.00
Kingston, Ont.	The Randolph.....	J. S. Randolph.....	2.00	-----
Kingston, Ont.	The Windsor.....	McCue Bros.....	1.50 to 2.00	-----
Merrickville, Ont.	McCabe House.....	John McCabe.....	1.50 to 2.00	7.00 to 10.00
Marysville,				
Wolfe Island, Ont.	Hitchcock House.....	E. B. Burt.....	2.00	7.00 to 12.00
Marysville,				
Wolfe Island, Ont.	Boarding House.....	D. Dawson.....	2.00	7.00 to 10.00
Newboro, Ont.	Hart's Hotel.....	P. Nolan.....	1.00	-----
Newboro, Ont.	Ottawa House.....	G. W. Preston.....	1.00 to 1.50	-----
Ottawa, Ont.	Grand Union.....	H. Alexander.....	2.00	-----
Ottawa, Ont.	Russell House.....	F. H. St. Jacques.....	3.00 to 5.00	-----
Ottawa, Ont.	Windsor House.....	C. Daniels.....	2.00	-----
Portland, On	Commercial House.....	W. H. Murphy.....	1.50 to 2.00	-----
Portland, Ont.	Garrett's Rest.....	S. Garrett.....	1.50	7.00 to 9.00
Rideau Ferry, Ont.	Coutts House.....	P. Coutts.....	1.00	6.00
Smith's Falls, Ont.	Hotel Rideau.....	C. O'Reilly.....	2.00	7.00 to 10.00
Westport, Ont.	Boarding House.....	Mrs. Jas. Conley.....	1.00	4.00 to 6.00
Westport, Ont.	Boarding House.....	Mrs. D. R. Dewolf.....	1.00	3.00 to 5.00
Westport, Ont.	Boarding House.....	Mrs. A. M. Wing.....	1.00	3.50 to 6.00
Westport, Ont.	Hogan House.....	P. Bennett.....	1.00	-----
Westport, Ont.	Mulwhill House.....	Jas. Mulwhill.....	1.00	-----
Westport. Ont.	Wardrobe House.....	Mr McParland.....	1.00	-----

THE NEW YORK CENTRAL'S

EDMUND'S RAPIDS,

about a mile beyond, is the next point at which we are forced to make a call. The single lock here lowers us ten feet ten inches, and while this is being performed we have a chance to inspect some really handsome scenery on both sides of the rapids. In our next stretch we encounter considerable drowned land and not a few bends, the stream following quite a serpentine course to

MAITLAND'S RAPIDS.

This station affords but one lock and the descent is very slight indeed, only four feet nine inches. This locality is noted as a duck shooting ground in September and October, Irish Creek being but a short distance away. It is also a fine agricultural district. We do a fair share of twisting and turning for the next eight miles and then find ourselves at the busy village of

MERRICKVILLE.

There are three locks at this point, but in half an hour's time these have been passed and the boat placed on a level lower by twenty-five feet than that by which we entered the other side. We encounter much the same scenery as already noted, and have gone only about two miles when we pull up at a single lock known as

CLOWE'S.

Here we are again lowered ten feet six inches, and have hardly got under way on the other side before the shrill shriek of the whistle announces our arrival at

NICHOLSON'S RAPIDS,

where two locks are used to reach the next level, a drop of fifteen feet two inches. Three miles farther on we come to

BURRITT'S RAPIDS,

at which port we find but one lock and a small but bustling village. We are lowered here ten feet six inches and now find ourselves on the longest continuous run of the whole route. This is known locally as the "Long Reach," and affords a clear stretch of navigable water for twenty-seven miles. It also affords some charming scenery. We pass in succession Beckett's Landing, Cranberry Creek, and the villages of Wellington and Manitock, and after a most delightful run reach

LONG ISLAND.

There are three locks by which we descend twenty-eight feet, at this place, but to the tourist the most striking objects to be seen are the two immense dams which serve to hold back the waters of the upper level. One of these, 740 feet in length, has a height of but ten feet; but the other, though shorter, 330 feet, is twenty-nine feet in height. We now have before us a run of five miles through a rich farming section in the County of Carleton. The route is a winding one, but all along the banks of the stream prosperous looking farms and cosy dwellings are constantly in view. The run ends at

BLACK RAPIDS,

where we are once more given an insight into the work which confronted the early canal builders. There is but one lock here, a drop of ten feet, but as we pass through we notice

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

HOGSBACK.

The name is said to have been derived from the presence, in the bed of the swiftly rushing stream, of many large boulders which are likened in appearance to the backs of our porcine friends. Geologists are of the opinion that the rough and rugged look of this spot is due primarily to an earthquake, or some other convulsion of nature, and the tourist who sees it for the first time is quite willing to side with them. The Rideau at this point is not navigable, and the rest of our journey is accordingly made through an artificial cut. The engineering work here includes two locks, with a drop of thirteen feet six inches and another stupendous dam, 320 feet long and forty-five feet in height. Be-

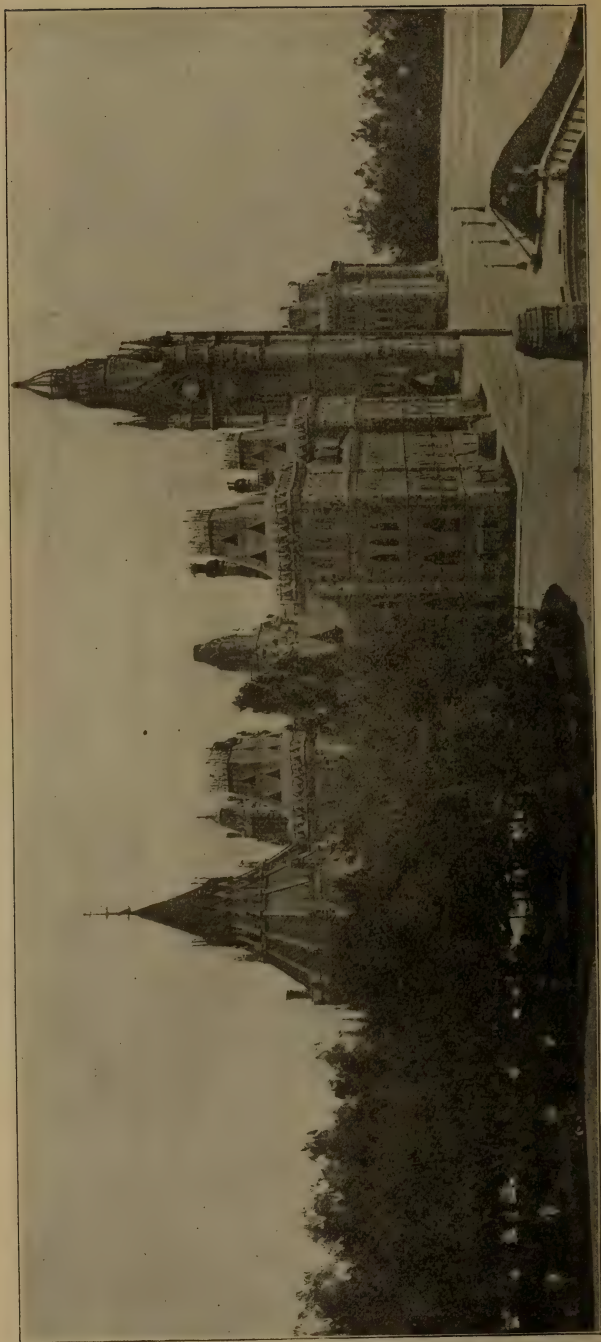


HOGSBACK RAPIDS, RIDEAU ROUTE—REACHED BY THE
NEW YORK CENTRAL.

ing quite close to Ottawa, Hogsback is the center of a considerable summer population. A run of one mile through the cut mentioned brings us to

HARTWELL'S,

where, in passing two locks, we descend twenty-two feet, and then find ourselves on the last run to the capital city. It is but two and a half miles away, and in a few moments our steamer ties up to a wharf, and a brief, though a very interesting, journey has come to an end. Should the tourist desire, however, he can still further study the canal work by passing through the eight locks, by which connection is made, through the heart of the city, with the Ottawa River and thence on to Montreal. There is a fall of eighty-two feet in passing these locks, and when one finally reaches the Ottawa he is still 110 feet above sea level.



BUILDINGS OF PARLIAMENT, OTTAWA, ONTARIO—REACHED BY THE NEW YORK CENTRAL.

OTTAWA, THE CAPITAL OF CANADA.

Tourist, when you go to Ottawa take a gun or fishing tackle, a camera or a sketch book, or merely an eye for the beautiful—and take a rest. If there is any kind of outdoor sport you enjoy you can have it in or near Ottawa.

The capital of Canada is noted for the beauty of its position on a high bluff overlooking the Ottawa River, and it is one of the busiest cities in the fair Dominion.

Ten railroads enter and leave Ottawa, passing through some of the prettiest scenery in the world. Electric railways run from the center of the city to the noted resorts, Britannia-on-the-Bay, Queen's Park, and Aylmer, on the shore of Lake Deschenes. Splendid steamers leave the city regularly for trips down the Ottawa River and up the Rideau Canal and River through the far-famed Rideau lakes to Kingston. The residence of the Governor-General, Lord Minto, is only a few minutes' distance from the heart of the city.

A million horse-power may be developed within a radius of forty-five miles of the city by using the water falls which are so numerous. Already a number of these water-powers are being used to develop electrical energy, and this is offered at low rates to manufacturers. About the Chaudiere, where the Ottawa River hurls itself over a chasm into the Big Kettle, thousands of busy saws are cutting logs into marketable timber. Other great industries are located there, and Ottawa as a manufacturing center is already noted throughout Canada. Ottawa was the first city in the world to be lighted exclusively by electric arc lights and as an electrical center it easily holds first place in Canada. The electrical car system in the city is unsurpassed and it runs through all parts of the capital and into the surrounding country to Rockcliffe, the Central Experimental farm, Britannia and other delightful summering places, and also connects with the electric cars for Aylmer and Queen's Park, passing the rapids above the Chaudiere Falls and taking the tourist to the shores of Lake Deschenes. The mineral resources of the district are immeasurable, particularly in mica, plumbago, iron, phosphates, and other useful minerals. The transportation problem is not a source of worry to the manufacturers and others. There are abundant facilities for transporting material of all kinds at low rates.

The city is governed along progressive lines. Every encouragement is given to manufacturers to locate in or near the city, and there is a population of about 80,000 people to draw from for the labor supply. The city's taxable assessment this year is \$25,000,000. The streets are kept in good condition, the Dominion Government is spending \$60,000 a year in beautifying the city and some of the drives are models of beauty. The public buildings are such that any city might be proud of, and the magnificent parliament buildings are among the most beautiful structures in the world. They are perfect specimens of Gothic architecture and were built at a cost of over \$5,000,000. The corner stone of the buildings was laid in 1860 by the Prince of Wales, now King Edward VII., and the stone is gladly shown to tourists. It is within the Senate Building, which is always open to the public. From the top of Victoria Tower a splendid view of the varied scenery of the country around Ottawa may be had. The Laurentian Hills are to the north, while east and west flow the Ottawa and Rideau Rivers. The latter enters the Ottawa over a beautiful fall.

Ottawa has an assured future from a commercial point of view, because of the fact that the Dominion Government spends



LIBRARY OF PARLIAMENT, OTTAWA—REACHED BY THE
NEW YORK CENTRAL.

annually over a million dollars in salaries alone, while the manufacturers of the city also spend millions.

The Parry Sound district, reached directly by railway from Ottawa, includes the Algonquin National Park, one of the most noted resorts in Canada. The train service is excellent, the hotel accommodation good, the lakes teem with fish, and the guides in the park are always ready to show tourists where the beavers build their dams and homes, and also show the other natural attractions. The railway runs through to Georgian Bay, where large and well managed hotels are open.

Aylmer, reached by the electric cars, is growing every year more popular with Americans, and the Hotel Victoria always

has large numbers of guests. The park is a charming resort, and the fish in the lake are abundant.

The attractions of the Rideau Lakes trip are fully described elsewhere in this folder.

The tourist who goes to Ottawa will make no mistake. Cool, health-giving air, comfortable hotels or private houses, beautiful scenery, good fishing, and plenty of facilities for getting from place to place, are some of the many reasons which might be given to convince the tourist that Ottawa is well worth visiting.

The thousand lakes of the Gatineau Valley, nestling among the northern hills, are reached by railway from the city. Fishing of all kinds may be had there, and also any kind of game. Guides are numerous, hotel accommodation is good, and all that goes to make a tourist resort worth visiting may be found there.

The hotels of Ottawa are well managed and the comfort of visitors is well looked after.



CHAUDIERE FALLS, OTTAWA—REACHED BY THE NEW YORK CENTRAL.

RAILWAY CONNECTIONS.

American tourists can leave New York over the New York Central & Hudson River Railroad in through sleeping cars every Monday and Thursday night. Connect at Cape Vincent, on the St. Lawrence, with the steamers of the Thousand Island Steamboat Company, and arrive in Kingston in time to catch the steamer for Ottawa, which leaves at 1 P. M. the next day. Or they can leave New York Wednesday morning in through parlor car, using the same connection, at Cape Vincent, and reach Kingston the same evening. By the latter method they can board the steamer in Kingston, secure a stateroom and enjoy a night's rest, made doubly pleasant by the cool breeze coming directly off Lake Ontario. They are then in just the proper fettle to enjoy the run up the Rideau.

Still another plan is, to leave New York on Saturday night for Clayton, on the St. Lawrence, connect at the latter place with the beautiful steamers of the Richelieu & Ontario Navigation Company Sunday morning, and thus reach Kingston at 3 P. M. in the afternoon. By this plan a night's rest on the Rideau steamer is assured in Kingston harbor.

OTTAWA TO MONTREAL

ON THE OTTAWA RIVER NAVIGATION COMPANY'S STEAMERS.

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

Many points of interest are passed, and the steamer stops at the principal villages and towns en route to land passengers and mails.

The river, dividing as it does the two Provinces of Ontario and Quebec, is specially interesting. From the steamer may be seen, on the left bank, the picturesque churches, monasteries, peaceful villages and seigniorial establishments of French Canada, and on the opposite shore the newer and thriving villages and farm houses situated in the Province of Ontario.

The lower Ottawa is replete with numerous and interesting historical subjects.

At the Chute a Blondeau—au pied du longue sault—Dollard des Ormeaux and his brave Frenchmen perished in 1660 in their stand against the Iroquois.

At Carillon (chime of bells) there is the greatest dam, perhaps, in the world. Below Carillon the beautiful Lake of Two Mountains—Mounts Rigaud-Brule and Calvaire; famous old French chapels built 170 years ago by the Sulpicians; the Trappist Monastery and Agricultural College at Oka; the Indian village Lac des deux Montagnes; old fortified windmills and forts of the French régime; the palatial residences of Montreal merchant princes at the numerous summer resorts on the shores of Lac des deux Montagnes and Lac St. Louis; the plunge down the famous Lachine Rapids, etc., all combine to make the trip from Ottawa to Montreal, by boat, one of the most charming excursions in America.

Send for "SNAP SHOT GUIDE BOOK," giving full description of the historical Ottawa River. Address Ottawa River Navigation Company, 165 Common Street, Montreal, Que.



ONE OF THE STEAMERS THAT CONNECT WITH THE NEW YORK CENTRAL TRAINS AT CLAYTON.



WHILE EN ROUTE to the Rideau Lakes and River, failure to include in your pleasure trip a visit to the beautiful Thousand Island region of the St. Lawrence River, "The Venice of the Western Hemisphere," would be almost inexcusable.

HOW TO SEE THE THOUSAND ISLANDS!

Fascinating trips made by the palatial steamers of the Thousand Island Steamboat Company:

1. "Fifty-Mile Tour of the Islands," made by the fast observation Steamer, "New Island Wanderer." A delightful daylight excursion of three hours, embracing both the American and Canadian Channels, and passing all summer resorts, handsome residences, places of historical interest and picturesque spots in the Thousand Island region.

2. "The Club Ramble," made by the steel-plate steam yacht "Ramona." Daylight tour. The steamer "Ramona" is a private yacht offered for public service, and includes in her ramble narrow and intricate channels not taken by the larger boats.

3. "The Electric Searchlight Excursion," made by the palace steamer "St. Lawrence," tour of the Islands by night. A marvelously fascinating and spectacular trip, unequaled by any similar service in the world. Searchlight of 1,000,000 candle power.

4. Trip to Canada," to the fortified city of Kingston, a fine example of a colonial city, rich in historical interest. Made by the three-deck steamer "America."

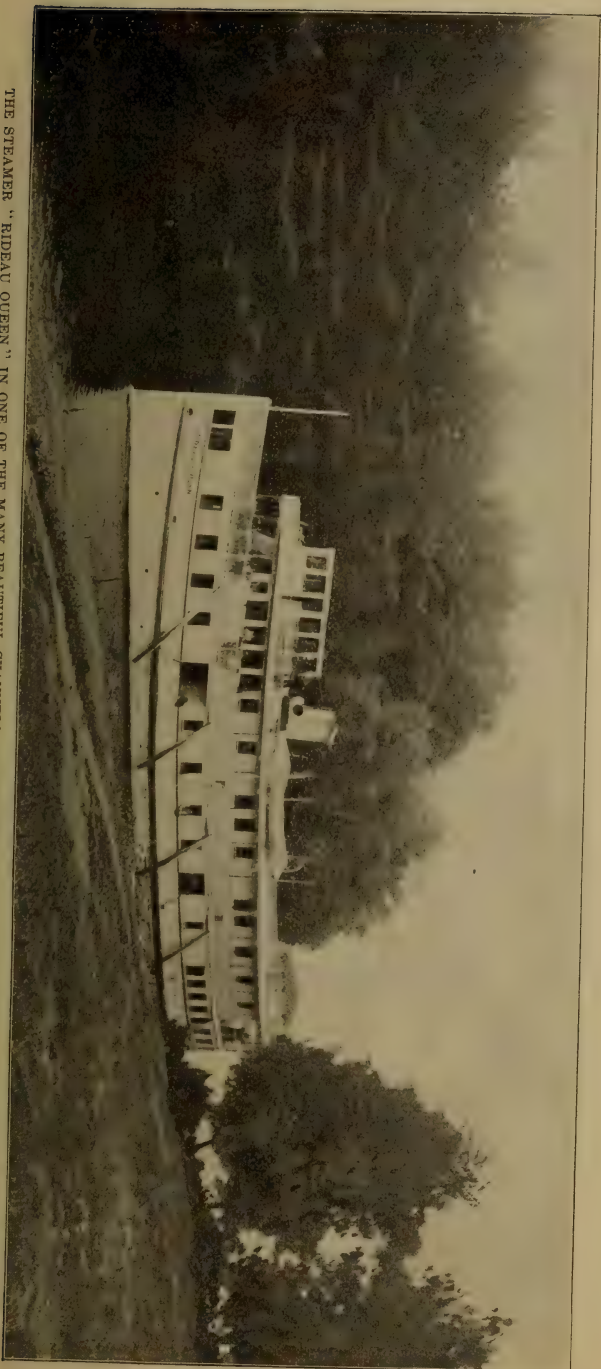
You have not seen the Thousand Islands until you have taken the above trips on the steamers named.

Connection with steamers of the Thousand Island Steamboat Company is made at Clayton and Cape Vincent, N. Y., and Kingston, Ont. For illustrated descriptive pamphlet, forward two-cent stamp to—

HOWARD S. FOLGER, *Gen'l Manager,*

CLAYTON, N. Y.

THE STEAMER "RIDEAU QUEEN" IN ONE OF THE MANY BEAUTIFUL CHANNELS OF THE RIDEAU ROUTE—REACHED BY THE NEW YORK CENTRAL.



THE "FOUR-TRACK SERIES."

This is the title of a series of thirty-five books of travel and education issued by the Passenger Department of the

NEW YORK CENTRAL & HUDSON RIVER R.R.

These small books are filled with information regarding the best modes of travel, and the education that can best be obtained by travel, the whole world now agreeing with Lord Beaconsfield that "Travel is the great source of true wisdom."

They relate specifically to the great resorts of America—to trips to the islands of the sea and around the world—giving a mass of useful information regarding the time required for a journey, its cost, and other particulars not easily obtained elsewhere.

They also contain numerous illustrations and new and accurate maps of the country described.

It takes a forty-eight-page catalogue to give an idea of the comprehensiveness of this series. The following are the most popular numbers:

- No. 1—The Luxury of Modern Railway Travel.
- No. 2—The Railroad and the Dictionary.
- No. 3—America's Summer Resorts.
- No. 4—Suburban Homes North of the Harlem River.
- No. 5—America's Winter Resorts.
- No. 6—The Adirondack Mountains.
- No. 7—Three ways to go to New York.
- No. 8—Two to Fifteen Days' Pleasure Tours.
- No. 9—Two Days at Niagara Falls.
- No. 10—The Thousand Islands.
- No. 11—Race with the Australian-London Mail.
- No. 12—1500 Miles with Prince Henry.
- No. 13—Urban Population in 1900.
- No. 14—Bronx Park: Zoological and Horticultural Parks.
(To be published during the year.)
- No. 15—The Prophet's Chamber.
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- No. 24—The Lake Shore Limited. (Out of print.)
- No. 25—A Message to Garcia.
- No. 26—American Railroads
- No. 27—Our Railroads and our Canals. (Out of print.)
- No. 28—A New Map of Asia and the Chinese Empire.
- No. 29—Model Time Table Folder—Westward.
- No. 30—Model Time Table Folder—Eastward.
- No. 31—Seen from this Car. (To be published during the year.)
- No. 32—Sailings of Ocean Steamships.
- No. 33—Center of the First City of the World.
(To be published during the year.)
- No. 34—To Ottawa, Ontario, via the Rideau Lakes and River.
- No. 35—Historical Pilgrimages.
(To be published during the year.)

A copy of our forty-eight-page Illustrated Catalogue, giving a synopsis of the thirty-five books comprising the "Four-Track Series," as well as a small half-tone reproduction of each of eight beautiful etchings of scenery along the line, sent free, on receipt of a two-cent stamp, by George H. Daniels, General Passenger Agent, Grand Central Station, New York.

Rideau Lakes Navigation Company, LIMITED,

Operating Steamers between KINGSTON and OTTAWA, in connection with New York Central & Hudson River Railroad.

The Magnificent Palace Steamers RIDEAU KING and RIDEAU QUEEN, lighted by Electricity, Steam Heated, Ventilated by Steam Fans, and equipped with all modern conveniences.

CONNECTIONS.—At Kingston with Thousand Island Steamboat Co., run in connection with New York Central & Hudson River R. R.; Grand Trunk R'y; Canadian Pacific R'y; Richelieu and Ontario Nav. Co.; Lake Ontario & Bay of Quinte Steamboat Co. At WESTPORT with Brockville, Westport & Sault Ste. Marie R'y. At SMITH'S FALLS with Canadian Pacific R'y, East and West. At OTTAWA with Canadian Pacific R'y; Canada Atlantic R'y; New York & Ottawa R. R., and Ottawa River Steamers for Montreal.

This trip is, without doubt, one of the most enjoyable in Canada. The Celebrated Rideau Lakes, noted for their grand scenery, are passed by daylight. They are each year visited by expert American anglers, who have found the Black Bass fishing the best of any of Canada's famous inland waters. Gray Trout and Muscallonge are also to be had.

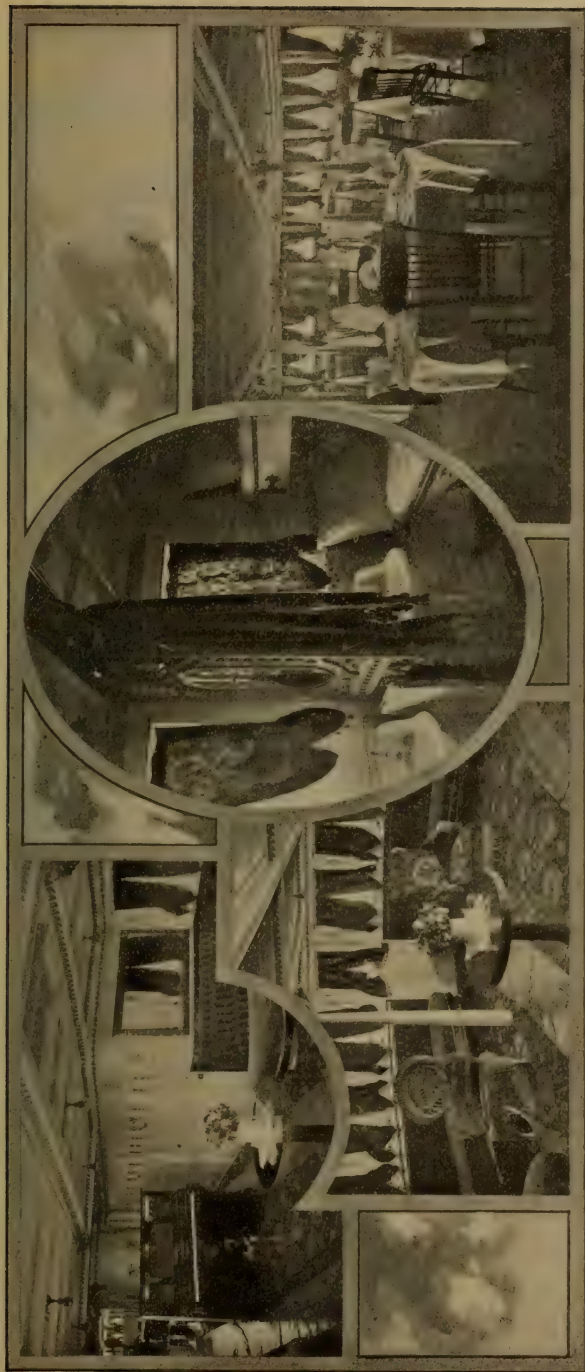
For further information or guide book, address

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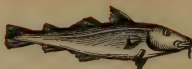
Steamer Rideau King.		Steamer Rideau Queen.		Schedule will go in effect : S S Rideau King May 15, 1902 S.S.Rideau Queen June 16, 1902		Steamer Rideau King.		Steamer Rideau Queen.		
b1.00	PM	a7.00	AM	Lv.	KINGSTON	Ar	b7.00	AM	c6.00	PM
2.00	"	7.58	"	.....	Kingston Mills.	..	4.45	"	4.25	"
4.00	"	10.00	"	.....	Washburn	..	3.30	"	2.35	"
4.30	"	10.35	"	.....	Brewer's Mills	..	2.30	"	1.55	"
5.30	"	11.45	"	.....	Seeley's Bay	..	b2.00	"	1.10	"
6.30	"	12 20	N'N	.....	Jones' Falls.	..	12.45	N'T	11.55	AM
7.45	"	1.35	PM	.....	Davis Lock	..	12.00	"	11.15	"
8.00	"	2.05	"	.....	Chaffey's Lock	..	11.45	PM	10.40	"
9.00	"	3.05	"	.....	Newboro	..	10.45	"	9.50	"
9.30	"	4.00	"	.....	WESTPORT	..	10.15	"	9.10	"
10.30	"	5.25	"	.....	Portland	..	8.45	"	7.50	"
		5.45	"	.....	Garrett's Rest.	..				
12.00	N'T	6.45	"	.....	Oliver's Ferry	..	7.30	"	6.30	"
c2.00	AM	8.20	"	Ar. {	SMITH'S FALLS.	Lv. {	6.00	"	5.00	"
c4 00	"	8.20	"	Lv. {		Ar. {	6.00	"	c2.30	"
6.15	"	10.14	"	.....	Kilmarnock	..	3.30	"	12.45	N'T
7.15	"	11.28	"	.....	Merrickville	..	1.45	"	11.00	PM
9.15	"	b1.00	AM	.....	Burritts Rapids	..	12.30	N'N	9.05	"
11.15	"	3.10	"	.....	Lindsay's Wharf.	..	10.30	AM	7.20	"
12.15	N'N	4.05	"	.....	Manotick	..	9.30	"	6.30	"
c3.45	PM	b8 00	"	Ar	OTTAWA	Lv.	a5.00	"	b3.00	"

a Runs Monday and Thursday ; b Tuesday and Friday ;
c Wednesday and Saturday.



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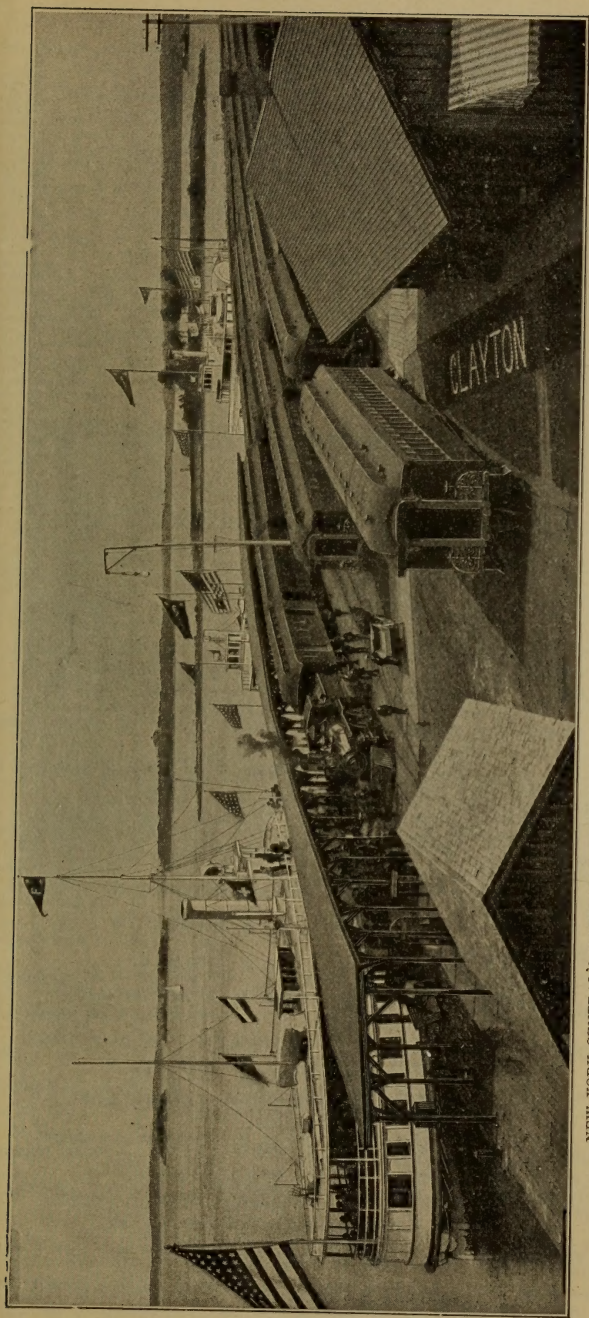
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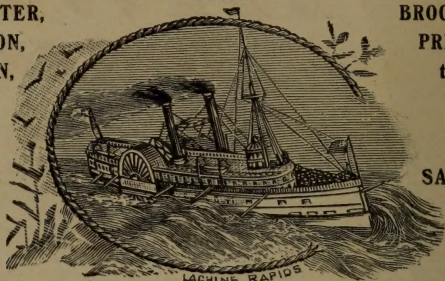
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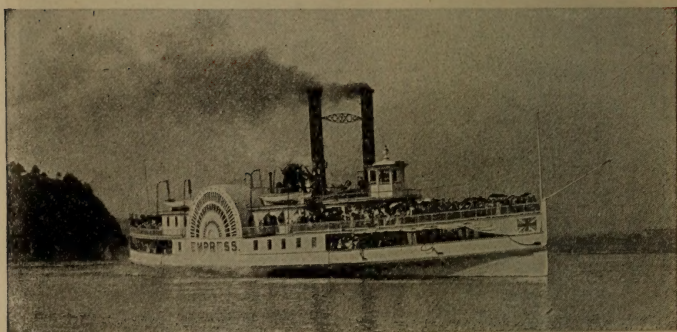
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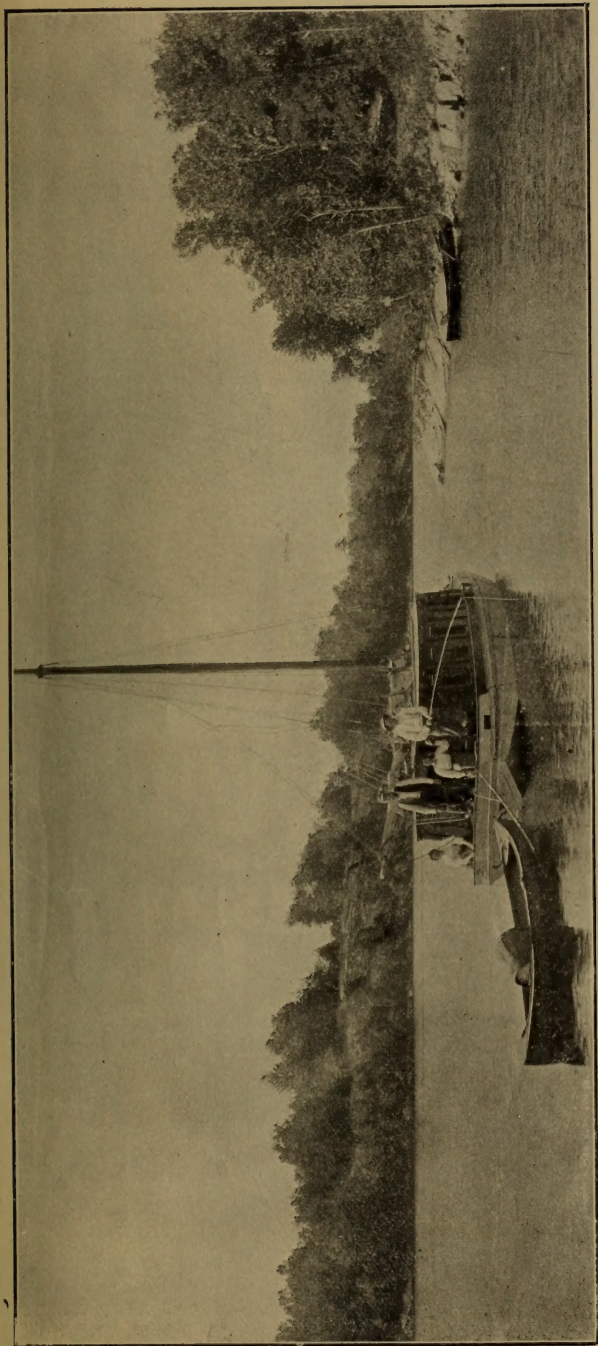
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