

A. G. Bell

June 1905

# THE PICTURESQUE



# RIDEAU ROUTE

BETWEEN KINGSTON & OTTAWA.

RIDEAU LAKES NAVIGATION CO'Y  
LIMITED  
KINGSTON, ONTARIO

F5012. 1901. R542

*Advertisements*

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**Groceries**

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OPPOSITE EAST BLOCK, PARLIAMENT BUILDINGS

The Most Complete Private Hotel in the City  
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# Russell House

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RATES:  
\$1.50 to \$2.00 per day.



C. O'REILLY,  
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The Leading Hotel of

SMITH'S FALLS, ONTARIO.

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**CITY HOTEL,**


MERRICKVILLE,  
J. A. McCABE  
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One Minutes walk from Locks.

3-4 hours Lockage.

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RATE, \$1.00 per day.

Wet and Dry Goods in quantities   
to suit CAMPERS and TOURISTS,

THE  
**Picturesque Rideau Route**

WITH MANY ILLUSTRATIONS OF  
INTERESTING PLACES AND SCENES

Also a short description of the Rideau River and points of  
interest to the tourist who may make the trip  
via the Rideau Lakes

**THROUGH THE MOST CHARMING SCENERY IN AMERICA**

Between the Cities of Ottawa and Kingston, Ontario, Canada

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JAMES SWIFT & CO., Agents,

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**RIDEAU LAKES NAVIGATION COMPANY**  
*LIMITED.*

KINGSTON, ONTARIO, CANADA

D. NOONAN, GEN. MGR.

GEO. E. KIDD, GEN. PASS. AGENT

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FEDERAL PRESS CO'Y, LIMITED, 523 SUSSEX ST., OTTAWA.

1901.



CAPTAIN, D. NOONAN  
MAN. DIRECTOR, R. L. NAV. CO.



Rideau River  
measures 150  
feet  
from 300

# KINGSTON AND OTTAWA

VIA

## RIDEAU RIVER AND LAKES.



PROBABLY no trip is attracting more of the attention of tourists just now than that between Kingston and Ottawa via the Rideau, a distance of 126½ miles. The Rideau is not an ordinary canal. It is a waterway between the two cities mentioned, made by connecting a large number of the most beautiful lakes on the Continent. The actual canal is comparatively short, while the lakes afford delightful sails and scenery and invigorating air.

The Canal was constructed by the British Government as a military work, at a cost of five million dollars, as far back as 1830. If, in the time of war, the navigation of the St. Lawrence were interrupted, this canal, in conjunction with the Ottawa River, would furnish direct communication between Montreal and the great lakes.

Although the first locks of the Canal are six miles distant, Kingston, at the foot

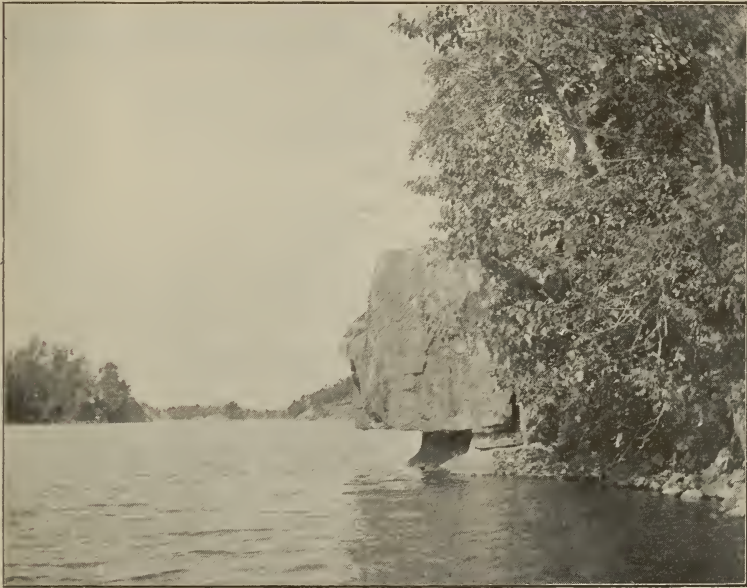


Kingston Mills Locks from below.



Steamer "James Swift"

of Lake Ontario, is practically the starting point. The steamers leave that city on Mondays and Thursdays at 7 a. m., and on Tuesdays and Fridays at 1 p.m. Passing through Cataraqi Bridge, which connects Kingston with a military reservation on which is Fort Henry and the Royal Military College, the boat enters a very pretty channel, with bluffs on both sides, which finally converges into a narrow ravine, with perpendicular sides towering up 200 feet high. After winding along for fully half a mile between those walled rocks, the first lock of Kingston Mills is reached. There are four locks, and the total lift is forty-seven feet. The dam that holds back the water is over 6,000 feet long by fourteen feet high, and at a great height overhead the Grand Trunk Railway track spans from hill to hill. The scenery here is sublime, and people travel long distances in order to enjoy



Profile Duke of Wellington, Cranberry Lake

the surroundings. The locks at Kingston Mills, as along the whole line of the Canal, are built of finely cut stones of large dimensions.

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

A short cut connects the "Drowned Lands" with Washburn Lock, where there is a lift of about ten feet. A continuation of the same cut brings the boat to the Brewers' Mills Lock, at which place the lake navigation proper begins. After leaving it no way of exit appears. Tourists expect the steamer to go aground every minute,





Looking down Gorge from Kingston Mills Locks

but she doesn't. A sharp turn to the right, and a beautiful stretch of water and some grand bluff scenery three-quarters of a mile long and 150 feet high are in view. Out of this bluff projects an *excellent profile of the Duke of Wellington*. It is fully twenty feet from chin to top of forehead, and standing out boldly as it does beyond the line of bluff, it would be easily recognized by the tourist who saw it for the first time, as a profile of the Iron Duke.

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

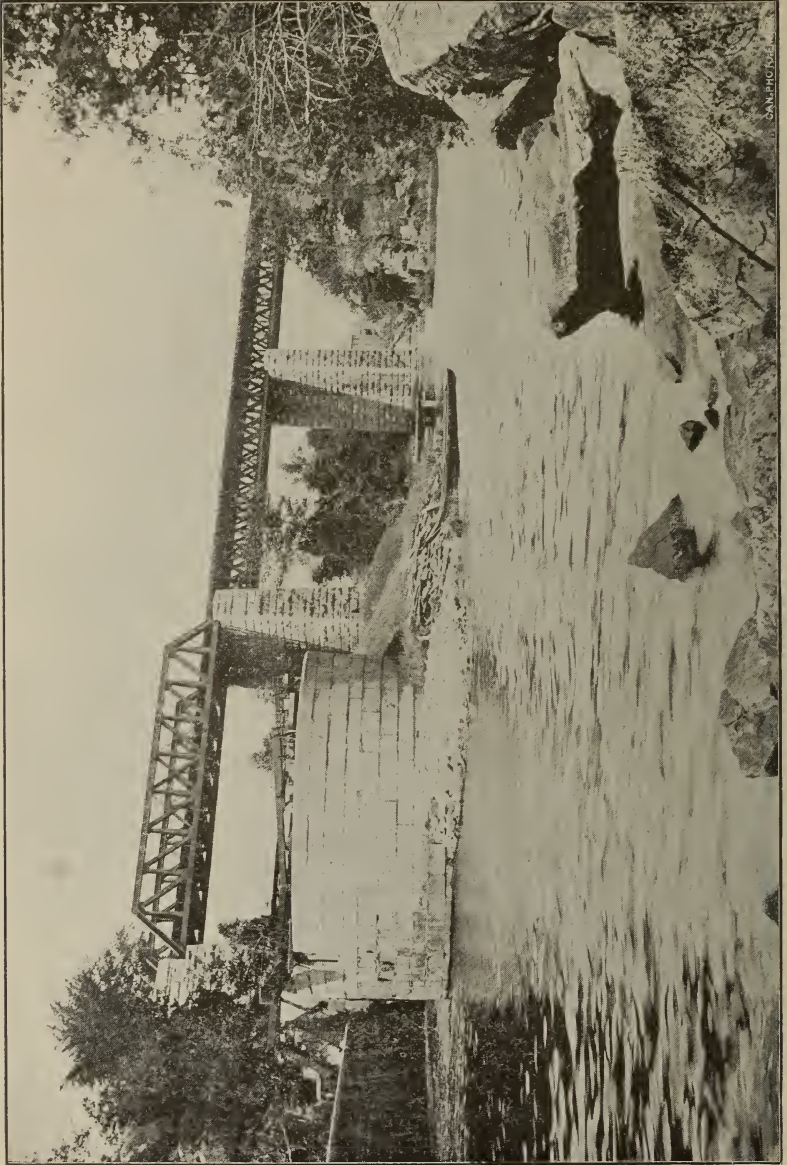
One of the most striking bits of scenery along the route is seen just when the boat is entering Whitefish Lake from this channel. Half a mile away are towering red granite rocks, here and there on which are fringes of trees and brush. The tops of the rocks have a purplish hue in the sunlight, and remind one of the far-famed "Hills of the Heather" of Scotland.

**JONES' FALLS.** Five miles further on, the most beautiful spot in Ontario, Jones' Falls, is located. Those who have seen it and been in a position to compare



Channel near Brewers' Mills





G. T. R. Bridge at Kingston Mills

it with other "beauty spots" on the Continent state positively that, while they may have witnessed its equal, certainly they never saw its superior, all points of excellence taken into consideration. It is not only beautiful, but interesting and historic. The dam at the Falls is a stupendous piece of work, and at the time it was built was the largest structure of its kind in the world. Read the size of it: 400 feet long, 301 feet thick at the base and ninety feet high. It is horseshoe in shape, and the mason work is most enduring. The locks, four in number, were cut through the solid rock, and each one lifts the boat twenty-two feet. At the top is simply fairy-land. There are many nooks, bays and inlets and



Channel Near Smith's Falls, Poonamalie Cut

pretty places which are taken advantage of by camping parties. No better fishing exists anywhere than in this locality. There are many small lakes lying in different directions from the Falls, in which black and green bass and pike are abundant. An empty string on the return journey is an unknown thing here.

Leaving Jones' Falls "The Quarters" are entered. Here is where the headquarters of the construction staff were established. It is said that on pay-day wheel-barrows had to be used in taking the silver money to the different paymasters. The scenery is very fine, and in several places passengers on the steamer can easily pluck leaves off the trees lining the banks, the stream is so narrow. The channel is serpentine, and strangers are unable to tell what direction the boat is likely to take. The sail in "The Quarters" is most enchanting.



View through Arch of Railway Bridge, Kingston Mills





Channel entering Cranberry Lake

Sand Lake is next entered. It is from one to three miles wide, contains clear blue water and a number of pretty islands. It is one of the loveliest of the whole Rideau Series, and a glance at it makes one long for a skiff. The next lake is Opinicon, or Wild Potato Lake. It is six miles long and two wide, and is literally covered with islands. The Indians found wild potatoes growing on its shores before the canal was built.

Passing through Chaffey's Locks, a most picturesque spot, and highly desirable as camp grounds, Indian Lake is reached. Its shores are high and rugged, and the scenery wild. The steamer glides through a little isthmus and into Clear Lake, a small body of water surrounded by white granite hills, and later through Fiddler's Elbow, a mystifying place, into Newboro Lake, which is dotted with beautiful islands of different sizes. Black and green bass are as plentiful here as pollywogs in a rain barrel. In the fall wild fowl are abundant.

Touching at Newboro, a pretty village of 1,000 inhabitants, the boat is lifted by the last lock on the up-grade. She then passes through a cut a mile long, and into Little Rideau Lake, which is the summit level, or 161 feet above Lake Ontario. At the head of the lake is the village of Westport, 2,000 inhabitants. It is called the city of steeples, because of the number of churches that are in sight from the deck of the steamer. The next body of water is Big Rideau, which is twenty-one miles long, and varies in width from one to eight miles. There are



The Rideau Queen

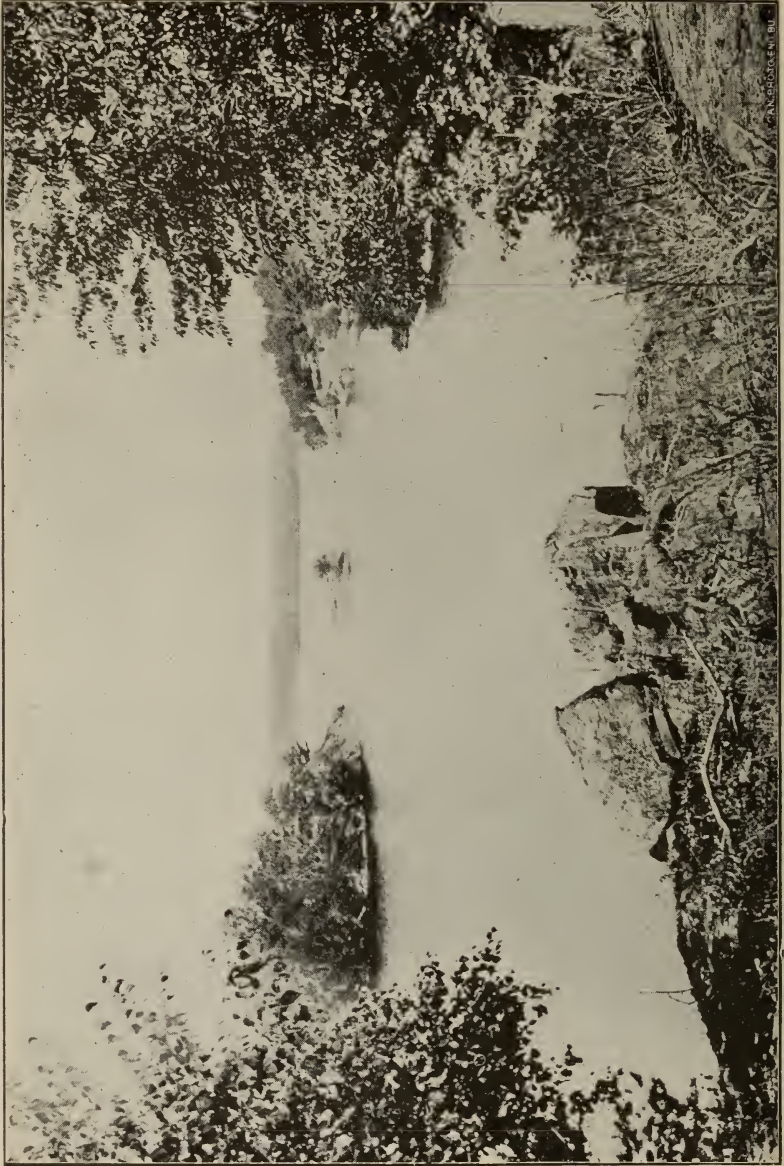


fully 200 islands in this lake, so that the scene it presents can be fairly imagined. On Long Island is the famous club-house called Angler's Inn, owned by C.P.R. officials and some residents of New York. On many of the islands and the main shore are beautiful summer cottages. Salmon trout are taken here on trawl, and large black bass are plentiful. Portland village is on the south shore, and has about 500 inhabitants. After calling here, the next stopping place is Garrett's Rest, on an island at the mouth of German Bay.

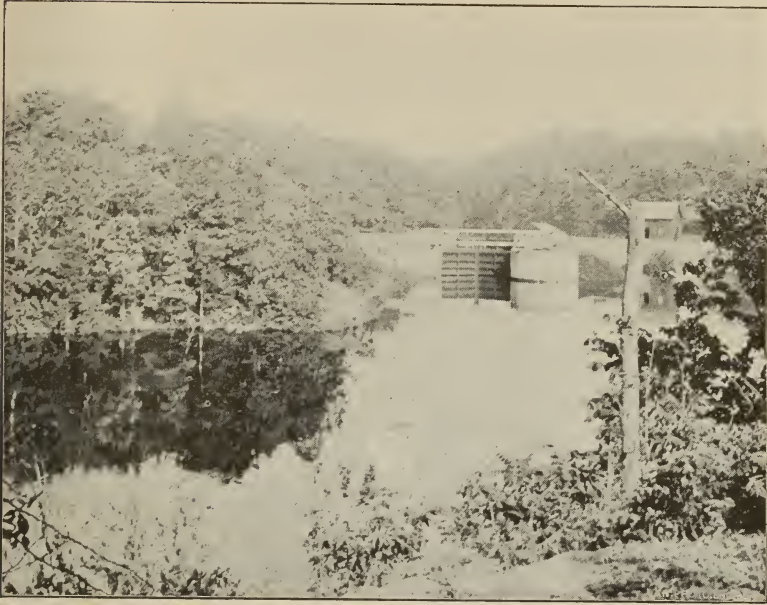
Winding through the numerous islands, the steamer reaches the Rocky Narrows, which has towering granite shores, and later Oliver's Ferry. This place is quite a settlement of pretty summer residences, among them that of Hon. Peter McLaren. Three miles from Oliver's Ferry is the mouth of the Rideau River, where may be seen the ruins of houses built by English officers who came to this country on hunting expeditions. Years ago deer abounded in this section. Poonamalie Cut is about three miles down the river. Any person who has passed through this cut will never forget it. Trees form an arch over the steamer, and at times the foliage has to be removed in order to make way for the smokestack. Two miles farther on is the town of Smith's Falls, which is about midway between Kingston and Ottawa. The C.P.R. Junction is here. The town is prosperous, and has a population of 5,000. Twelve miles farther down the river is the village of Merrickville, and between the



Steamer "Swift" in cut at Chaffey's Lake,  
Opposite Idyl-Wild Summer Resort



Part of Cranberry Lake



Foster's Lock from Sand Lake

two places there are seven locks. From Smith's Falls to Ottawa the route is river with varied scenery. There is a twenty-seven mile run just after leaving Burritt's Rapids, the next place to Merrickville. This run is teeming with maskinonge, pickerel and black bass. No place along the route affords better genuine sport than does this run. On its banks are the villages of Kars and Manotick, and two miles from the latter place are the Long Island Locks, with a drop of twenty-eight feet. There are two extensive dams here, which cannot fail to arrest the tourist's attention. One is 330 feet long and twenty-nine feet high; the other 750 feet by ten feet. A stretch of five miles and Black Rapids, where there is one lock, is reached. The dam is 300 feet long and twelve feet high, and over it is passing continually a film or veil of water which has a very beautiful effect in the sunlight.

Hog's Back is four miles nearer Ottawa. This place gets its name from the shape of large boulders, over which the water dashes furiously. Appearances indicate that at some time an earthquake occurred in this locality. The cataract rushes down into the Rideau River, which at this point becomes unnavigable, hence the steamer enters a canal cut, that is not left until she arrives at the Capital. The dam is another object of interest, being 320 feet long and forty-five high. Every summer large numbers of citizens of Ottawa camp at Hog's Back, As it is only four miles from the city, they are enabled to go and come morning and evening.





"The Quarters", Channel near Jones' Falls

The last lock is Hartwell's, about two miles from Ottawa. Passing through it the steamer enters Mutchmore's Cut, the shores of which are lined with cedars and summer residences. The Exhibition Grounds next loom into view. They can be thoroughly inspected from the boat's deck. The deep cut, about a mile in length, navigated, and the steamer drops into the Basin at Ottawa, terminating one of the most delightful summer trips it is possible to make. The steamers leave Ottawa for Kingston every Monday and Thursday at 6 a. m., and Tuesday and Friday at 3 p. m.

## CONNECTION FOR THE THOUSAND ISLANDS VIA KINGSTON.

The steamer, upon arrival at Kingston, connects with the superb large modern steamers of the Thousand Islands and St. Lawrence River Steamboat Companies. All the resorts in this world-renowned region are reached by the steamers of the above lines, which have their point of departure from the Ferry Dock, foot of Brock street, Kingston. The resorts in the Thousand Islands also are accessible via New York Central and Hudson River Railroad, connecting with steamers of the Thousand Island Steamboat Company at Clayton, N.Y., and Cape Vincent, N.Y. Direct connection between United States and Canada is made by the steamers of the St. Lawrence River Steamboat Company, running



Channel entering Sand Lake, near Jones' Falls





View of Whitefish Lake, Morton Channel.



LOOKING NORTH FROM FOSTER'S LOCK

between Kingston, Ontario, and Cape Vincent, N. Y.; two round trips daily, leaving Kingston 5 a.m. and 2.30 p.m., arriving Cape Vincent 7 a.m. and 4.30 p.m. Through sleeping car without change from Cape Vincent to New York. This is the route of the United States and British mails between the two countries.

A very handsome illustrative pamphlet, descriptive of the Thousand Island Region, will be forwarded to any address by B. W. Folger, jr., general passenger agent, Kingston, Ont., upon receipt of a two cent stamp.

The far-famed "ELECTRIC SEARCH LIGHT EXCURSION" and "Fifty Mile Tour of the Islands" have been the theme of thrilling experiences for millions of tourists. The above-mentioned pamphlet gives full particulars of both these unparalleled trips. A special feature of the Ramble among the Islands is the famous tour made by the new steel plate observation steam yacht "Ramona," which threads her way through the narrowest channels of the Thousand Islands, both in American and Canadian waters. This steamer has been placed upon this route by the Thousand Island Steamboat company on account of her perfect adaptation for traversing the narrow passages, which cannot be run by larger steamers, thus showing beauties of scenery in this famous region which, until the inauguration of this trip, have been withheld from the eyes of travellers.

## HOTELS ALONG THE ROUTE.

Johnston House, Burritt's Rapids, D. O'Neil,	Proprietor.
Russell House, Smith's Falls, Chas. O'Reilly,	"
Coutt's House, Oliver's Ferry, Jno. Coutts.	"
Garrett's Rest, Big Rideau Lake, S. Garrett,	"
Samuel Garrett, Smith's Falls.	"
Commercial House, Portland, W. H. Murphy,	"
Three hotels in Westport.	



A Vista, Big Rideau Lake



Ottawa House, Newboro, Geo. W. Preston,     “  
Hotel de Kenny, Jones' Falls, Thos. Kenny,     “

WATCH FOR THESE PLACES AND THINGS:

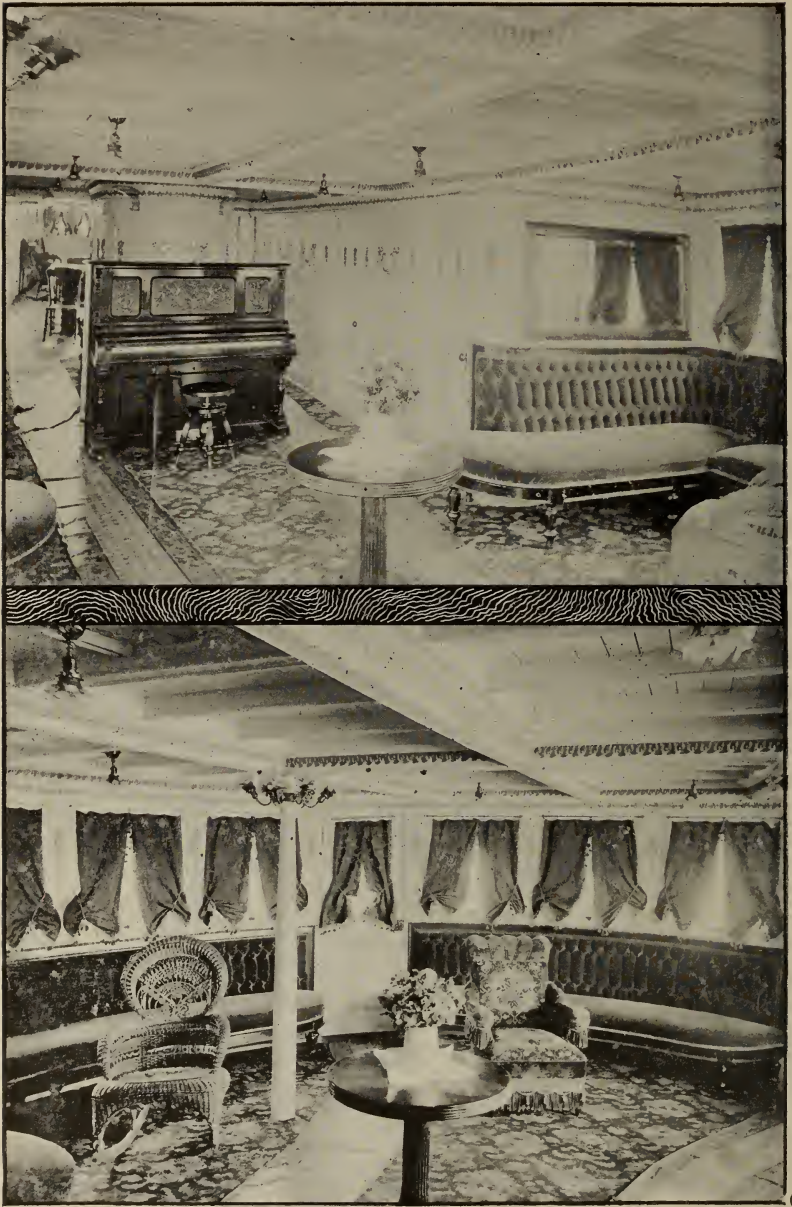
- Kingston Mills ravine, with railway bridge overhead.
- The Duke of Wellington's profile in granite rock.
- Winding Channel between Cranberry and Whitefish Lake.
- The "Hills of the Heather" at Whitefish Lake.
- Dam and scenery at Jones' Falls.
- The "Quarters," where the boat appears to be entering the woods.
- The "Fiddler's Elbow" or Blind Channel, where you can't see ahead.
- Big Rideau Lake, or the Tourist's Paradise.
- Poonamalie Cuts, or the arched waterways.



RAPIDS BELOW HOG'S BACK DAM

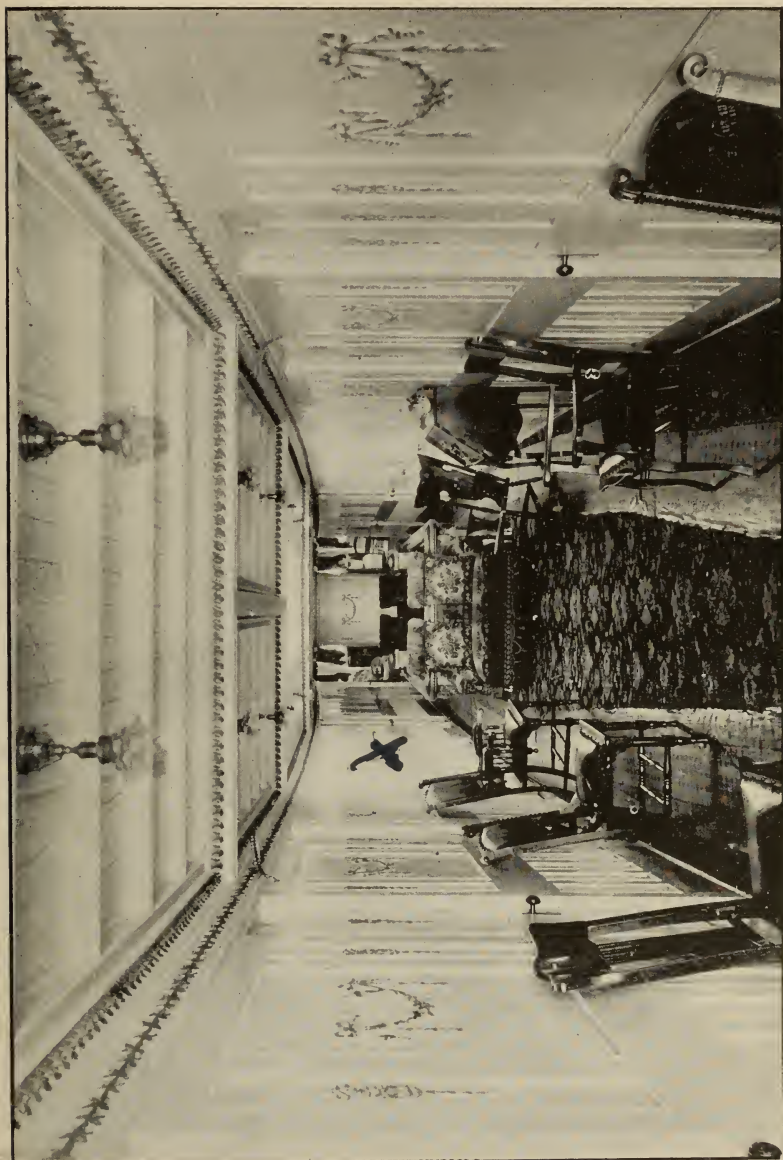
Among the many attractions of Kingston, the following are much visited by tourists :

Rockwood Insane Asylum, Penitentiary, St. Mary's Cathedral, St. George's Cathedral; City Buildings (Court House, City Hall and County Jail); Queen's College, Hospital, Orphans' Home, City Market, Parks, Royal Military College, Tete-de-Pont Barracks, Fort Henry, Martello Towers, and the immense Government Graving Dock. The most convenient and best way of seeing all points of interest in Kingston is by taking an open car on the Belt Line of the Electric Street railway, which completely encircles the city, and passes all places of interest.



The Parlors—"Rideau Queen"

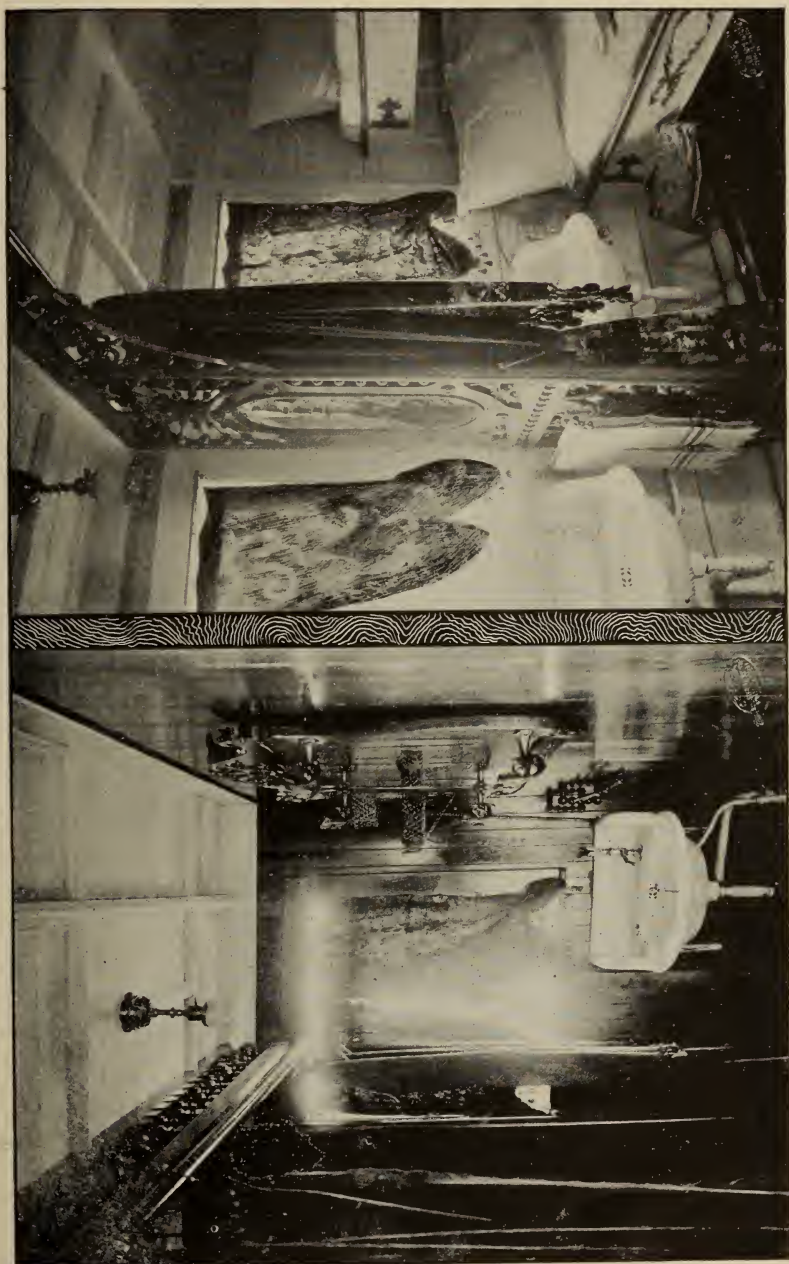




Hallway, "Rideau Queen"



Dining Room "Rideau Queen"



Private Apartments "Rideau Queen"



## ALONG THE RIDEAU.



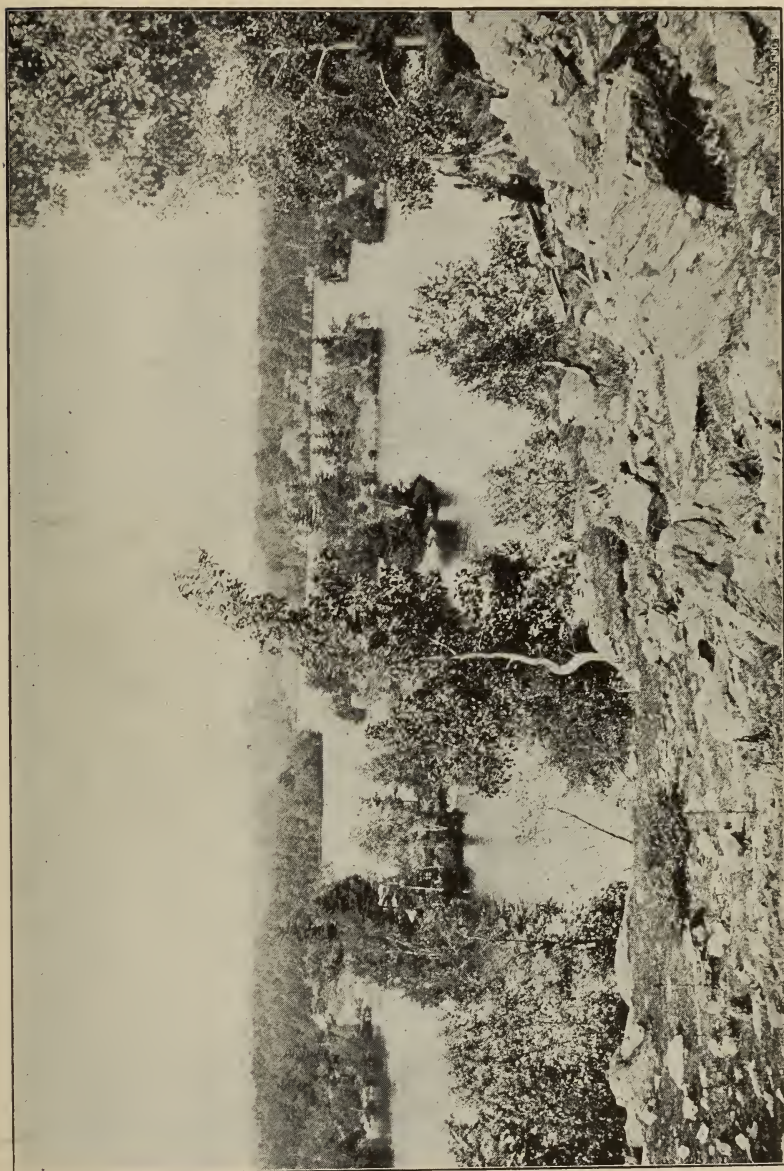
OW many of the tourists who crowd the St. Lawrence steamboats from Montreal to Quebec know that beyond the Martello Towers of Kingston there lies an historic waterway which, for varied natural beauty and the opportunities it affords for sport, fishing, shooting, canoeing and yachting, is simply unrivalled?

Beyond the fact that the British Government spent \$5,000,000 sixty years ago in deepening the beds of rivers, connecting a chain of lakes, and building locks and dams, the Rideau is practically unknown. The Lachine Canal had not then made the navigation of the St. Lawrence practicable, and England recognized the need of a means of communication, in the event of war, by which supplies and troops could be conveyed. Its commercial importance has steadily declined, and save for its admirable steamer service between Kingston and Ottawa, and a few barges, it has become mainly a pleasure ground for yachts and canoes.

Landing at Cape Vincent from through cars from New York, we cross the St. Lawrence to Kingston, where we take the well-appointed steamers of the



RAPIDS NEAR LOCKS AT HOG'S BACK



A FEW ISLANDS OF LAKE OPINICON



Rideau Lakes Navigation company for Canada's capital. For some time travel is on the Cataraqui River, which "winds about in and out" between sloping wooded shores and rich pasture lands, looking all the while too dainty to bear upon its breast aught more substantial than the light canoe. It is not until the first locks at Kingston Mills are reached that we are reminded that this loveliest of waterways hides its charms from the outside world under the name of the Rideau Canal—canal! Out upon the word; it is such a vile misnomer. Does it not conjure up visions of dreary towing paths, jaded mules and profane drivers? What does the fair Rideau, with its woods and hills, its clear, winding streams and water lilies, its foaming cataracts and rockgirt lakes, know of these abominations?



PART OF CHANNEL, LAKE OPINICON

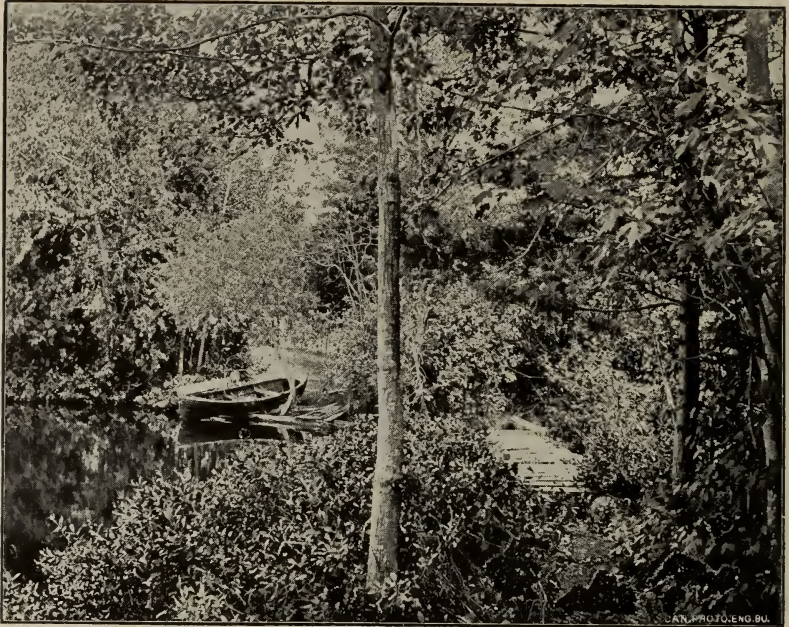
The spires, domes and glittering crosses of Kingston are lost to us now; we are fairly in the heart of the quiet country, with its subdued sounds and sweet scents. An express train of the Grand Trunk thunders over the bridge spanning the locks, and we are distinctly resentful of its intrusion. How we pity the occupants of those cars, with their atmosphere of rush and direct purpose, we happy mortals, who are being slowly raised from elevation to elevation to the music of imprisoned waters.

The locks are marvels of solid masonry and triumphs of engineering skill. They are built of limestone blocks, six feet in length by four feet wide, and of droportionate thickness. Their dimensions are 142 feet by 33 feet in breadth, and from 12 to 25 feet deep. The dams also are of such massive construction





WHITEFISH LAKE



HARBOR AT FETTERCAIRN ISLAND

that they are well-nigh cyclopean in character. This section of the route being cut through solid rock, necessitated considerable blasting, and it is recorded that 500 men were killed during the process of construction. The work was done by British soldiers, under the direction of the Royal Engineers, and up to 1854, when the canal was transferred to the Dominion Government, the lockmen, were ex-soldiers of the Engineers or Artillery, wearing military uniform. Above the locks still stand the square, heavily-built lock houses they occupied, with narrow slits in the walls, through which they could direct their rifles in the event of Indians or unfriendly strangers threatening to impede navigation. Since the day when Colonel By made the first trip on the Pumper, no such event has occurred. Soldiers and Indians have alike disappeared, and the only strangers who linger around the locks are admiring tourists, who do not desire to destroy aught save

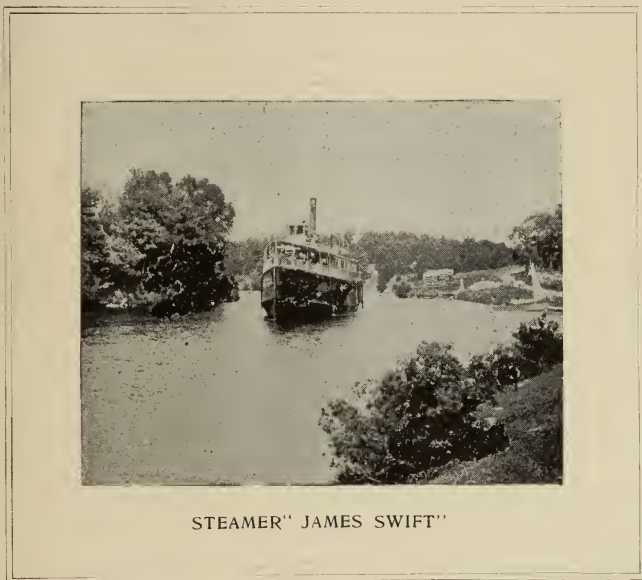
## FIN, FUR AND FEATHERS.

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

As the day advances we leave the river and find ourselves in a bewildering maze of wood and water, shut in by hills, from which such a wealth of greenery overshadows us that sunlight only pierces through in fitful gleams, whilst be-

yond, the lake glows like a sheet of liquid gold. So narrow is the rocky channel that leaves float down upon us as we pass under the green arcade, and so abrupt are the turnings amid the dense woodland, so full are the shores of delusive bays, inlets and promontories, that the prospect of finding a navigable course seems beyond all reasonable hope. Surely we have fallen under a spell of enchantment, and are destined to sail on and on, until we become literally "ancient mariners," and the captain of the steamer a veritable "Vanderdecken." The silence, the softness, the healing balm of nature is around us. Surely "we are the first that ever burst into that silent sea!"

The electricity which lights our boat, the steam that propels it, seem anachronisms. At every turn we expect to see the canoe of the red man, the fitting habitant of those eternal solitudes, as unbroken now as when De La Salle first set foot in the forest primeval. What blessed calm comes to us from the stillness of the woods and hills and far-reaching waters! What infinite rest lies in the distant murmur of a tumbling cascade, in the soft swish of wavelets



STEAMER "JAMES SWIFT"

washing round our boat! Like a garment that has grown old, world weariness drops from us under nature's touch. Ah, what son of Esculapius can rival her magic powers of healing! What anodyne has pharmacy like that we drink in with her pine-scented air!

Another lake breaks upon us, a sapphire sea, studded with emerald isles; from out the tangled mass of leaf, blossom and vine there flashes the red-winged black-bird, like a streak of flame; the lonely crane pursues his slow, heavy flight, and from over head comes the weird, eerie cry of the loon. Through many isle-gemmed lakes we take our way, each having some distinctive beauty or





GOVERNMENT BUILDINGS, OTTAWA

feature of interest. Cranberry Lake possesses the unusual phenomena of

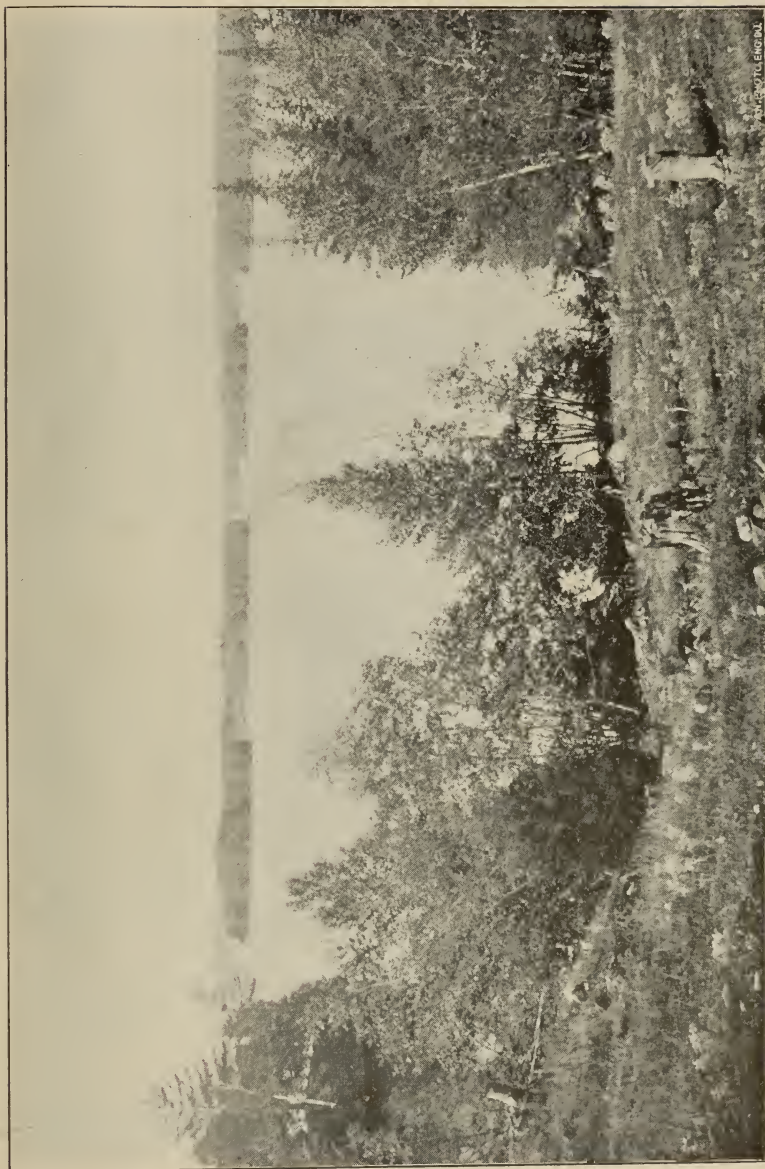
## FLOATING ISLANDS,

which, however, are fully as green and fair as their sisters who rest on a solid foundation.

Although there are several places where tourists can find accommodation, Jones' Falls is the Mecca of fishermen, but as we shall return to it, we linger only to inspect its stupendous horseshoe dam, 400 feet long and over 300 feet thick at the base and ninety feet high. The four locks, too, cut through solid rock, each lifting the boat twenty-two feet, call for more than passing notice.

We now run through some of the finest fishing grounds in existence. Indeed, from this point, noted for its bass and pickerel, to the Rideau River, where maskalonge of from twenty to forty pounds' weight abound, the whole route is the paradise of anglers. Black bass were caught this season near the falls weighing five and a half pounds, and pickerel seven pounds, whilst Oswego, or yellow bass, tipped the scales at eight and a half, and pike at eighteen pounds.

Lake Opinicon, once the home of the wild potato, not infrequently yields green bass up to seven pounds. The spotted, strawberry, calico bass, or cropy, as it is variously called, a most toothsome morsel, perch and other minor members of the finny tribe are also found in great abundance. Passing through Indian, Clear and Newboro Lakes, and the lock at the Village of Newboro, we finally reach the summit, or highest point on Little Rideau Lake, which differs from the other lakes in being one unbroken sheet of water. Here we are 161 feet above Lake Ontario, which elevation we have obtained by thirteen locks in thirty-eight miles, and must now descend 295 feet by thirty-four locks in eighty-



SOME ISLANDS OF BIG RIDEAU LAKE

PHOTOGRAPHED BY J. H. HARRIS

seven miles to the Capital. We now pass into the Big Rideau, the queen of the chain, it being twenty-one miles long and from one to eight miles in width, and having over 200 islands. Until now we have never estimated lakes highly. A river that came from somewhere, and was going somewhere, hustling along as if it had a train to catch, or a bill to meet, or had just been appointed chairman at a primary, was distinctly entitled to respect. It could tell stories, too, of the mountain heights from whence it had come, or happy country homes past which it had flowed. It whispered of the forget-me-nots and wild violets, and of the buttercups that decked the lush meadows through which it had meandered. There was an air of hope and expectancy all about it, touching the great ocean to which it was flowing, like poor humanity going out to its eternal sea. But a lake that loafs around home, with its hands in its pockets, so to speak, lacks character, and so we had never cultivated its acquaintance with much earnestness. In the language of the vernacular, there is no "git up" to it. We were conscious, however, of yielding without a protest to the infinite loveliness of the Rideau, as in a dream we saw the thousand isles of the St. Lawrence, Lake George of the States, Scotland's Lomond, England's Windermere, Ireland's Killarney, Italy's Como, and found something here in kinship with them all.

Salmon trout abound in this lake, often gladdening the heart of the fisherman with twenty-five pounds of precious weight. The Marquis of Lorne, who is an experienced naturalist, carefully examined this fish, and pronounced it not a salmon, but a mammoth river trout. Towns and villages are passed at intervals along the route, the whistle of the steamer seeming a tocsin for the gathering of the clans, the result being a heterogeneous mixture of the summer boarder and the native. Here and there a flag tells of summer homes and camping parties, but these add to, rather than detract from, the beauty and interest of the journey. The dusk of a summer night falls, and we wake in the morning in the Rideau River, where we pass through scenery of a varied character, notably the famous Hog's Back Cascade. Presently beautiful Ottawa comes in sight, with the delicate spires of her Houses of Parliament crowning her wooded heights, and keeping ward and watch over the waters flowing at their feet. Here we make a stay, all too brief to do justice to this delightful and most hospitable of cities and its charming people, and return to the steamer so as to take in the scenery lost over night.

On the return we see the "Drowned Lands," caused by the building and overflowing of dams. Owing to the abundant growth of wild rice, this district has become the favorite breeding and feeding grounds of wild ducks. Of these the sportsman finds an infinite variety, and of a quality to satisfy the epicurean taste of a Lucullus.

### THE HOME OF THE WILD DUCK

Amongst others may be mentioned the native Wood Duck, which builds in hollow trees, the Widgeon, the Bluebill, also native; the Broadbill, the Redhead, the somewhat rare Shoveler, the American Goldeye, the Blue Wing, and Green Wing Teal, the Black, the Mallard and the Canvasback. Wild geese are also





JONES' FALLS

very numerous. There is a good supply of game in the woods, amongst which are several varieties of snipe, notably the Wilson, dear to epicures, the Partridge, the Yellow-Legged Plover and Woodcock. Of larger birds, there are the Baldheaded Eagle, the Great Northern Diver, the Osprey, and others of similar character. Those who wish to penetrate into the deep woods will find Deer, Bear, Lynx, Wildcat, and occasionally a stray Wolf, with abundance of Foxes, Mink, Muskrat, Raccoon, Grey, Red and Flying Squirrels. That interesting animal, the Beaver, was once numerous in this district, but the trapper has almost exterminated him. His patiently-constructed dams remain, however, to attest his industry. To those interested in primitive man, Indian remains of considerable antiquity offer a fruitful field for investigation. A fortified village, open-air workshops, arrowheads, gouges, pipes and other remains attest the long residence of the Mississaguas, a sub-tribe of the great Algonquin race. Dr. Beeman, of Perth, an ardent archæologist, has made many interesting reports to the Canadian Archæological Society concerning his investigations along the Rideau, and is ever ready to give strangers the benefit of his experience. Old residents near Oliver's Ferry still remember the ghastly Indian custom of exposing their dead by the shores of the lake until the last vestige of flesh had disappeared, when the bones were removed to the burial ground of the tribe, near Montreal.



PROFILE GLADSTONE, NEAR JONES' FALLS

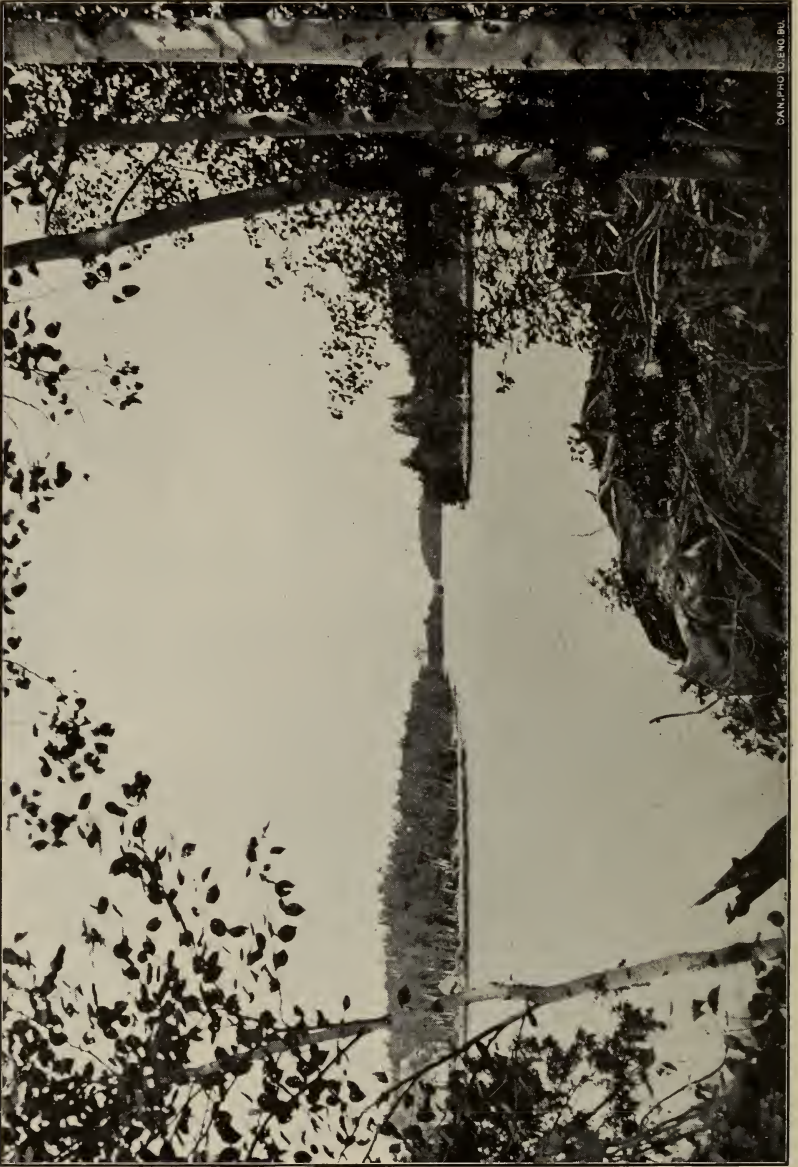
We are glad to hear again the torrent of Jones' Falls, and from the vineclad balconies of the De Kenny House watch its snowy waters tumbling over huge boulders into the lake below. This house is so largely patronized by American sportsmen that the astute host flies the Stars and Stripes and the Union Jack side by side. It is a favorite resort for yacht owners, and men of semi-nautical appearance lounge around and exchange fish stories, after the time-honored manner of the imaginative angler. We dearly love the fisherman, not the careless creature who casts a fly and tells you it is all the same to him whether he catches small fry or a record-breaker. May such benighted beings be doomed to whip fishless streams throughout the endless ages. But the ardent disciple of the inimitable Izaak Walton, who would quarrel with his best friend over half an ounce in the weight of a fish—commend us to that man. Like the typical Englishman, he takes his pleasure with such sad seriousness, his confidence in the gullibility of his conferees is so profound, and his skepticism as to other men's veracity in all that pertains to fishing is so far-reaching.

A sense as of personal possession comes with residence here, and each sojourner, though otherwise amiably disposed, is conscious of an unreasonable desire to protest against new arrivals, saying in effect, with the lover in Tennyson's "Maud:" "What! has he found my jewel out?" Peace unutterable descends upon us. Stocks may rise or fall, parties triumph or collapse, what care we in this blessed summer land, where it seems always afternoon.

And so the hours pass, until the moon rises above the lofty oak-clad hills that shut in our model Castle of Indolence. A call from a dainty little yacht loses itself in far-dying and oft-repeated echoes. Lights sparkle from camp and summer cottage, and as a boat swings out from the deep shadowland of the shore, there floats to us over the moonlit waters a verse of "The Maple Leaf," Canada's national song:

"And may those ties of love be ours,  
Which discord cannot sever,  
And flourish green o'er freedom's home,  
The Maple Leaf forever.  
Then swell the song, both loud and long,  
Till rocks and forests quiver,  
God save our Queen and Heaven bless  
The Maple Leaf forever.





CAN. PHOT. BUREAU

VIEW ON RIDEAU LAKE

## THE OTTAWA.



HIS noble river, known to the old voyageurs and early settlers as the "Grand River," is upwards of 600 miles long and has twenty tributaries of large size, besides numerous smaller ones. Beautiful, wonderful, lovely, are not extravagant or ridiculous adjectives when used to express the delight of those who, for the first time, enjoy a trip on the steamers of the Ottawa River Navigation Company.

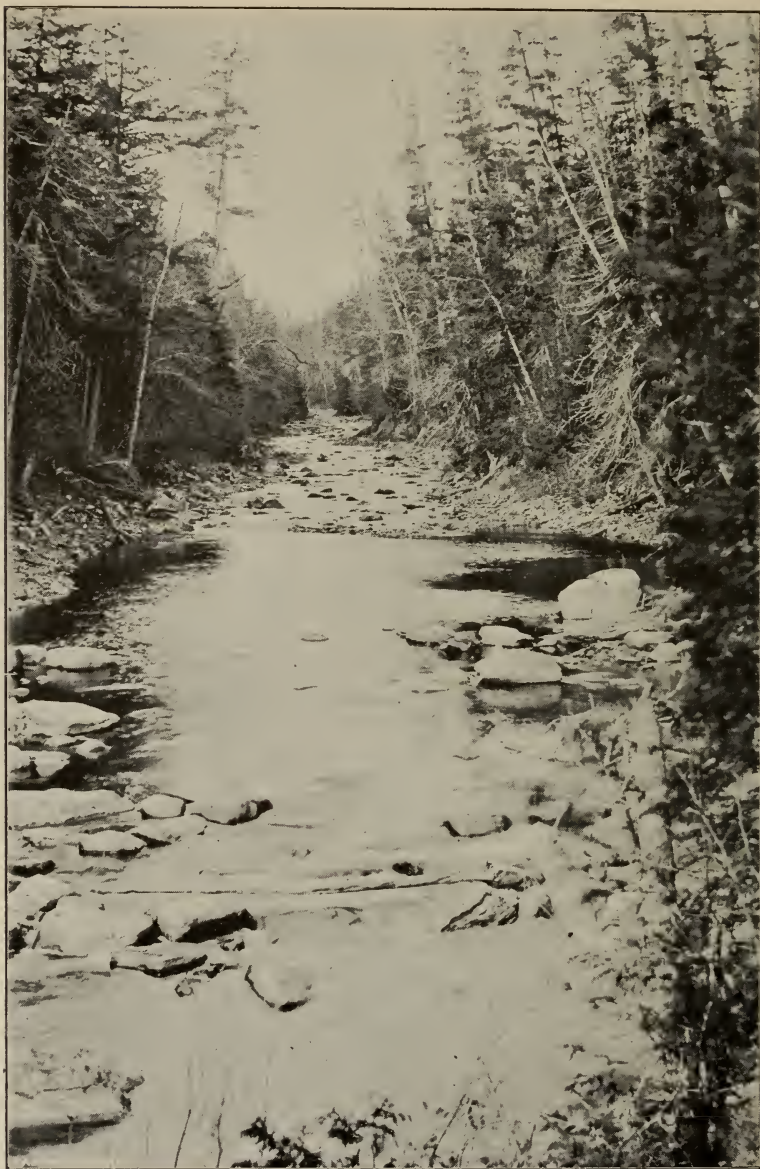
The Ottawa is broader two hundred and eighty miles from its mouth than it is between Ottawa City and the Lake of Two Mountains, and flows with such a strong and deep flood that the green waters of the St. Lawrence, for many miles beyond the confluence of the two rivers, are pressed against the southern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

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

The Ottawa was the highway of the early French explorers, missionaries and fur traders in their journeys from Montreal to the great lakes Huron and Superior, and the Far West. It was traversed by the red men as well as the *coureurs des bois*. It was ascended by Champlain—who was the first explorer—in 1613, on his voyage to discover what he had been led to suppose was the North Sea. During this voyage up the Ottawa, with two canoes, he experienced much hardship and many difficulties. Continually menaced by wandering bands of Indians, he was at last forced to abandon his provisions, and to trust entirely to hunting and fishing to provide him with the necessaries of life. Champlain finally reached the country of Nipissing nation, on the shores of Lake Nipissing, and, finding that the Ottawa as a route to the North Sea was a mistake, he resolved to return to Quebec, which he reached, after great hardships and privations, and he soon afterwards sailed for France.

### THE TRIP BY STEAMER.

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



WHERE THE TROUT HIDE



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 Collage at Oka; the Indian village Lac des deux Montagnes; old fortified windmills and forts of the French regime; 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.

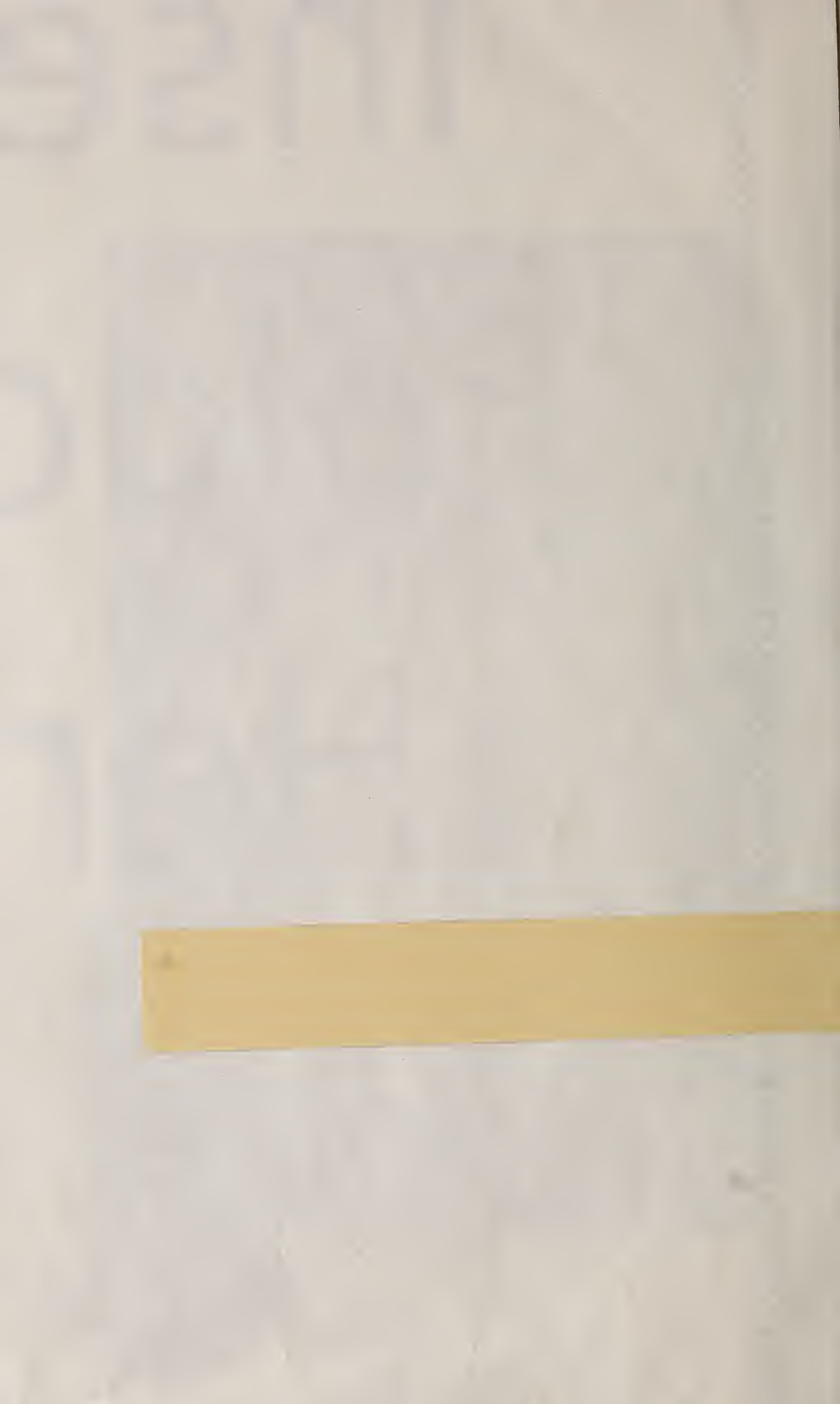




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- A*—Runs Mondays and Thursdays.  
*B*— “ Tuesdays and Fridays.  
*C*— “ Wednesdays and Saturdays





TIME-TABLE STR. JAMES SWIFT AND RIDEAU QUEEN

"The Finest Trip on the Continent."

Steamer James Swift.	Steamer Rideau Queen.	Schedule will go in effect S.S. James Swift May 15, 1901. S.S. Rideau Queen June 1, 1901.	Steamer James Swift.	Steamer Rideau Queen.
b1 00 P M	a7 00 A M	lve..... Kingston.....	b7 00 A M	8 00 P M
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 A M	..... Seeley's Bay .....	b2 00 A M	1 10 P M
6 30 ,,	12 20 Noon	..... Jones' Falls.....	12 45 Night	11 55 A M
7 45 ,,	1 35 P M	..... Davis Lock .....	12 00 Night	11 15 "
8 00 ,,	2 05 ,,	..... Chaffey's Lock .....	11 45 P M	10 40 ,,
9 00 ,,	3 05 ,,	..... Newboro .....	10 45 ,,	9 50 ,,
9 30 ,,	4 00 ,,	..... Westport .....	10 15 ,,	9 10 ,,
10 30 P M	5 25 ,,	..... Portland.....	8 45 ,,	7 50 ,,
- -	- -	..... Garrett's Rest.....	- -	- -
1200 Night	5 45 ,,	..... Oliver's Ferry.....	7 30 ,,	6 30 "
c2 00 A M	6 45 ,,	arr. } .....	6 00 ,,	5 00 "
c4 00 ,,	8 20 ,,	lve. } .....	6 00 ,,	c2 30 A M
6 15 ,,	10 14 "	..... Kilmarnock .....	3 30 ,,	12 45 Night
7 15 ,,	11 28 P M	..... Merrickville .....	1 45 P M	11 00 P M
9 15 ,,	b1 00 A M	..... Burritts Rapids .....	12 30 Noon	9 05 "
11 15 A M	3 10 ,,	..... Lindsay's Wharf.....	10 30 A M	7 20 "
12 15 Noon	4 05 ,,	..... Manotick .....	9 30 ,,	6 30 "
c3 45 P M	b7 15 A M	arr..... Ottawa.....	a6 00 A M	b3 00 P M

Right reserved to change above time-table without notice.

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

FARES: Kingston to Ottawa, \$3.00; return, \$5.00; meals and berth extra. Children 5 years and under 12, half fare; 12 years and over, full fare. No half fare ticket issued unless accompanied by at least one full ticket. Children occupying a chair at the table will be charged full fare for meals. All tickets sold must be at full tariff rates, and agents must invariably fill in the amount on the ticket. Pursers have instructions to collect differences in all cases where this rule is violated.

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Passengers can leave New York Monday and Thursday evenings, making direct connection at Cape Vincent with the 1,000 Island Steam Boat Co., arriving at Kingston in time to take the Rideau Steamer leaving for Ottawa Tuesday and Friday at 1 p. m. Passengers can leave New York Wednesday morning, making direct connection with 1,000 Island Steam Boat Co. at Cape Vincent, arriving in Kingston the evening of the same day, and can go on board the Steamer, take a stateroom, and have a night's rest preceding the journey through the Rideau Lakes. Also, passengers can leave New York on Saturday night, making connection at Clayton with R. & O. Nav. Co., arriving at Kingston Sunday p. m., and can go on board the Rideau Steamer and take a stateroom.

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At Westport connection is made with the Brockville and Westport Railway, a short run over which will put the tourist at Athens, where, if he has previously telephoned or telegraphed Landlord Southworth, he will be met by team and driven to Cedar Park Hotel, Charleston Lake, about five miles distant. This body of water, visited yearly by many tourists, is noted far and wide for its unrivalled black bass and salmon trout fishing. Cedar Park, under its new management, has gained considerable prominence as a well kept hostelry and is supplied with many comforts not usually to be found at fishing resorts. These include telegraphic and telephonic communication, daily mail, living spring water, bath rooms and modern conveniences, a complete system of water works and the largest building devoted to hotel purposes in that section of the country. It is also the only fishing resort in the section having a large regular staff of professional guides thoroughly equipped as to boats etc.

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## OTTAWA RIVER NAVIGATION COMPANY. MONTREAL TO OTTAWA TIME-TABLE.

Miles.	Montreal.....	Leave	8 00 A.M.	G. T. R.
	Lachine.....	Arrive	8 18	
9	Lachine, Steamer leaves.....		8 20	STEAMER.
			Breakfast.	
27	St. Anne's.....	about	9 40	
36	Oka.....	"	10 30	
37	Como.....	"	10 40	
38	Hudson.....	"	10 50	
42	Pointe aux Anglais.....	"	11 10	
48	Rigaud.....	"	11 45	
53	Carillon.....	Arrive	12 25NOON	
53	Carillon.....	Leave	12 30	
66	Grenville.....	Arrive	12 55 P. M.	
66	Grenville.....	Leave	1 05	STEAMER.
71	L'Original (for Caledonia Springs)*.....	"	1 30	
			Dinner.	
84	Montebello.....	"	2 45	
89	Papineauville.....	"	3 00	
90	Brown's Wharf.....	"	3 15	
95	Wendover.....	"	3 35	
101	Thurso.....	"	4 00	
105	Rockland.....	"	4 30	
109	Buckingham, Prince's Wharf.....	"	4 55	
110	Cumberland.....	"	5 00	
122	East Templeton.....	"	5 55	
130	OTTAWA.....	Arrive	6 35	

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

## OTTAWA TO MONTREAL TIME-TABLE.

Miles.	OTTAWA.....	Leave	7 30 A.M.	
8	East Templeton.....	about	8 00	STEAMER.
			Breakfast.	
20	Cumberland.....	"	8 45	
21	Buckingham, Prince's Wharf.....	"	8 50	
25	Rockland.....	"	9 05	
29	Thurso.....	"	9 25	
35	Wendover.....	"	9 55	
40	Brown's Wharf.....	"	10 25	
41	Papineauville.....	"	10 40	
46	Montebello.....	"	11 05	
59	L'Original (for Caledonia Springs).....	"	12 05NOON	
64	Grenville.....	Arrive	12 50 P.M.	
64	Grenville.....	Leave	1 05	C. & G. R. R.
77	Carillon.....	Arrive	1 40	
77	Carillon.....	Leave	1 45	STEAMER.
			Dinner.	
82	Rigaud.....	"	2 20	
88	Pointe aux Anglais.....	"	2 50	
92	Hudson.....	"	3 05	
93	Como.....	"	3 15	
94	Oka.....	"	3 25	
103	St. Anne's.....	"	4 05	
121	Lachine.....	Arrive	5 25	
121	Lachine.....	Leave	5 35	
130	MONTREAL, via Rapids.....	Arrive	6 30	

## CONNECTIONS WITH

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

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
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## Hotel De Kenney

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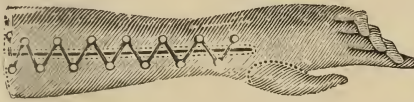
*JONES' FALLS, Ontario, Canada.*

This hotel has accommodation for fifty guests. The spacious dining-hall, airy rooms and cool verandahs make it a pleasant home for summer visitors. Intending visitors may feel assured that their comfort and convenience will receive every attention. Rates are very reasonable, and may be had on application.

Jones' Falls is situated at the magnificent locks through which steamers pass from Sand Lake to Cranberry Lake. At this point Nature and Art have combined to produce one of the most beautiful spots in Eastern Ontario. Within a radius of a mile are Rock Island and Granite Cave, both on the water's edge. Fishing in the immediate vicinity of the Falls is good, and at Troy Lake, a mile away, as good black bass fishing may be had as this continent affords.

For further particulars address T. Kenney, Jones' Falls P. O. Telephone connections with all parts of the country.





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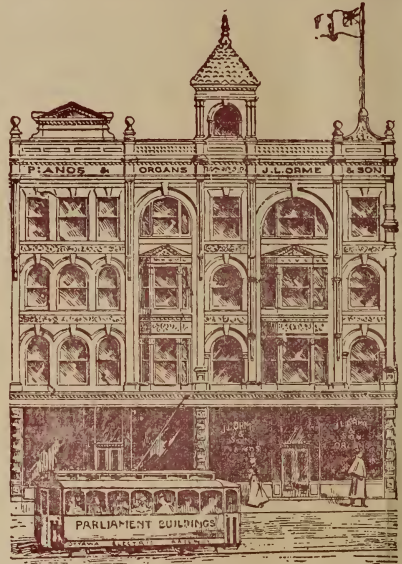
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