

Your Vacation In
ONTARIO
CANADA'S PREMIER PROVINCE
"The Lake Land Playground"



ONTARIO
PREMIER PROVINCE OF CANADA

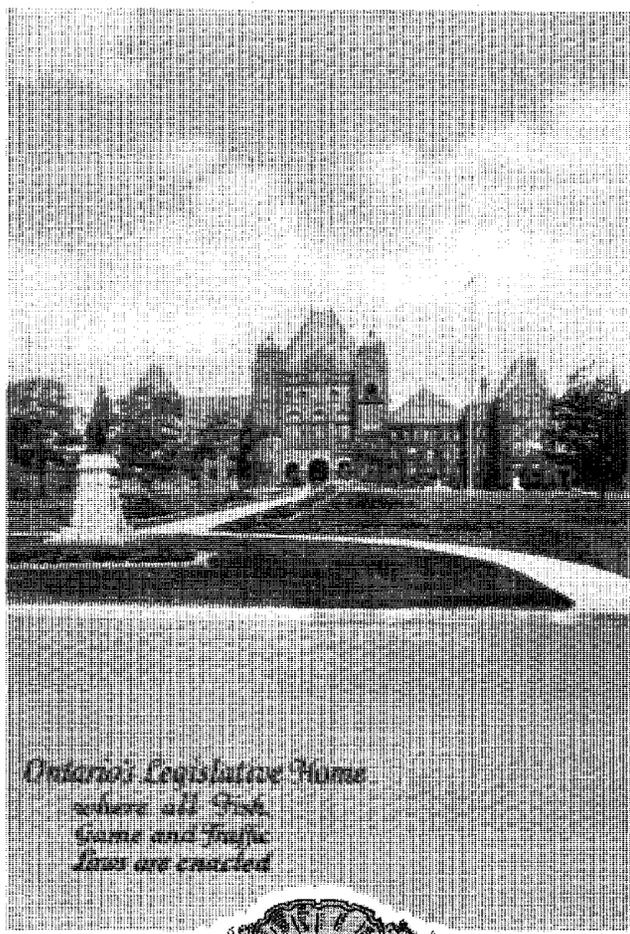
"The Lakeland Playground"

1925

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*Issued Under the Authority of the
Government of Ontario*

TORONTO · CANADA

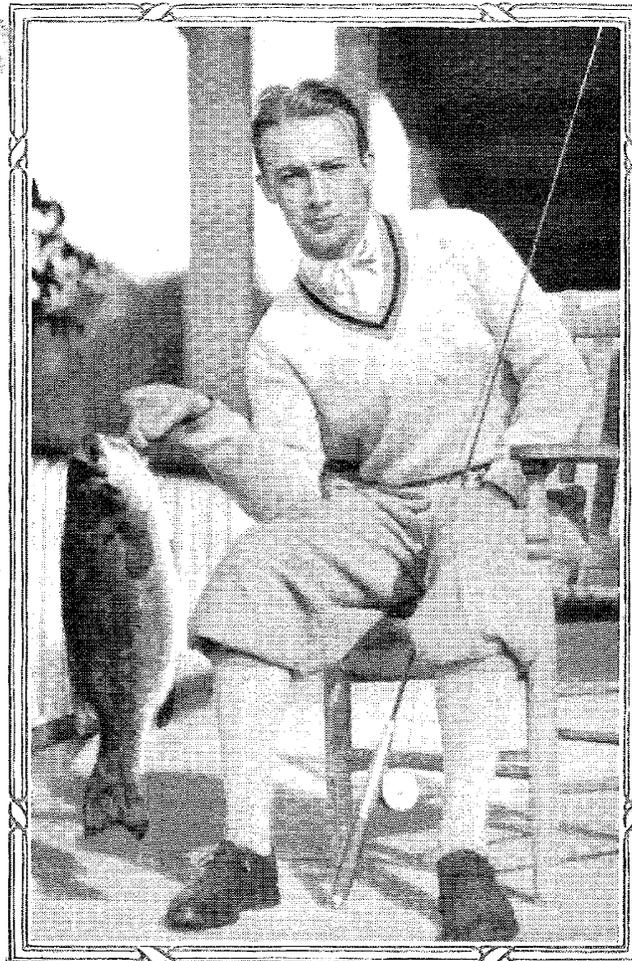


*Ontario's Legislative Home
where all Fish
Game and Traffic
laws are enacted*

ONTARIO
GOVERNMENT
BUILDINGS

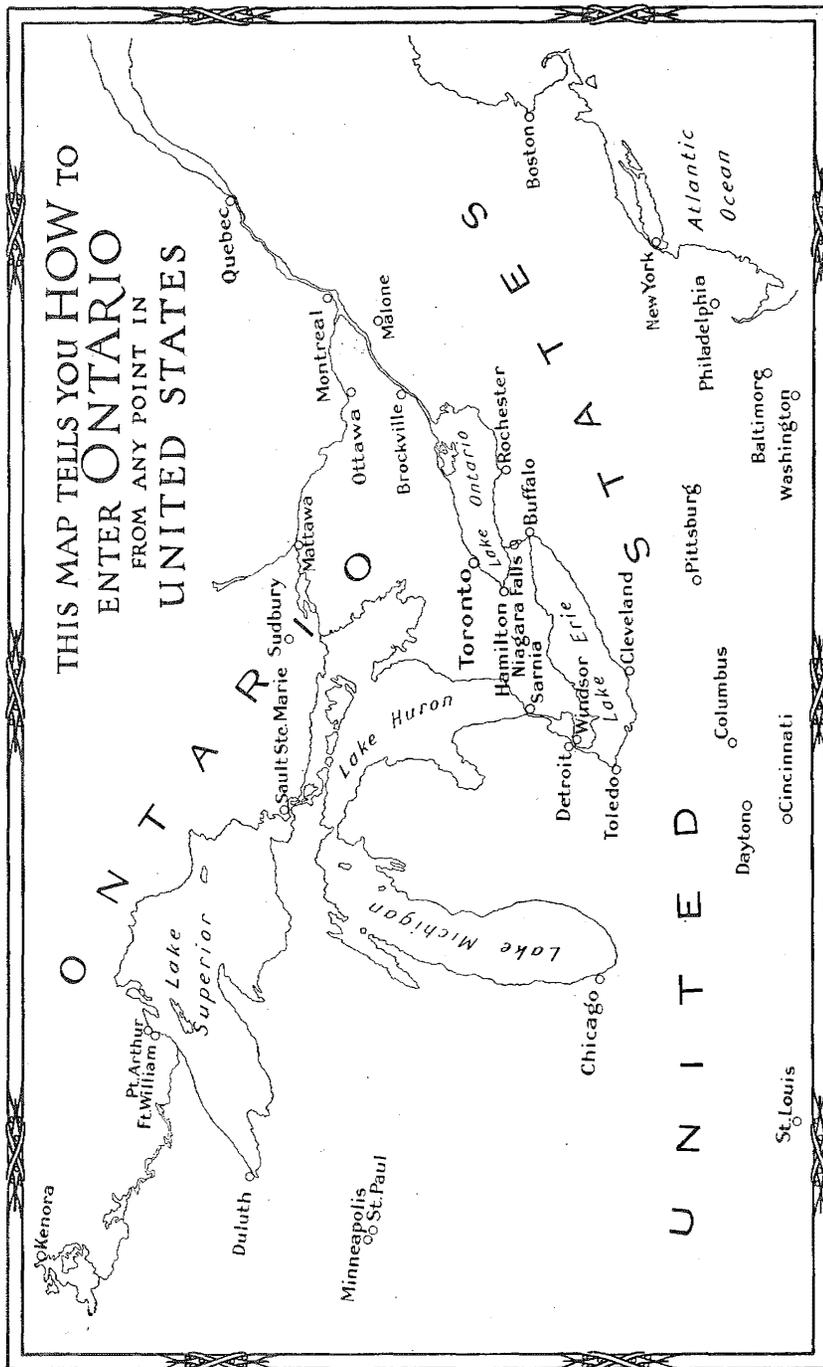


TO ENJOY NATURE'S GIFTS



*A little
information
about
vacation
possibilities
which will
convey some
idea of*

ONTARIO
CANADA'S PREMIER PROVINCE
"The Lake-Land Playground"



FOREWORD



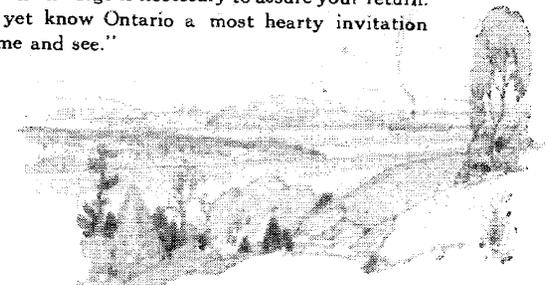
ONTARIO! The very name is magic, suggesting as it does myriad lakes and rivers, unspoiled forest and wilderness, rolling hills and cooling breezes—a land of glorious “out-of-doors” which provides vacation enjoyment to the utmost and in every variety.

Vision it if you can! A province with a sweep from east to west of 1,000 miles, with an area of 407,000 square miles, one-tenth of which is comprised of lake and river with all the beauty and picturesqueness associated with such country. Vacation resorts are everywhere since at no point in the province are its residents more than a few miles away from one of the larger or smaller lakes.

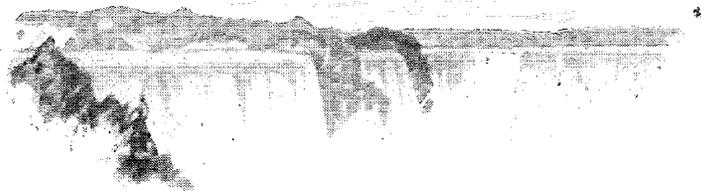
Summer, of course, is the more popular holiday season, but latterly the new joys of the Ontario winter are coming to be known and a constantly-increasing influx of winter-season visitors has resulted.

And Ontario is exceedingly easy to get to and get into. With trunk lines of several railways leading to its central points, with convenient steamer service on the Great Lakes all along the southern boundary and with the finest of motor roads tracking to the larger centres on the provincial border, these being continued in a splendid system of provincial highways, access from almost any point in the south, east or west is neither difficult nor tiresome no matter what method of transportation is chosen. This feature is illustrated practically in the map on the opposite page.

This brochure aims to present suggestions only, in its picture and story, of the vacation possibilities the province offers, and to serve, in a general way, as a guide to the joys and beauties of its several districts. If you already know something of the province it will be interesting to note that new sections and new resorts are being opened and enthused over every year and no urge is necessary to assure your return. If you do not yet know Ontario a most hearty invitation is given to “come and see.”



Niagara, its Falls, River and District



For sheer beauty and scenic wonder, combined with practical and historic interest, it is open to doubt whether any old-world spot surpasses Niagara. To many the name connotes merely the world-wonder cataract. In reality it covers a district twenty by forty miles, a peninsula lying between Lakes Erie and Ontario, which presents hundreds of features of interest in variety.

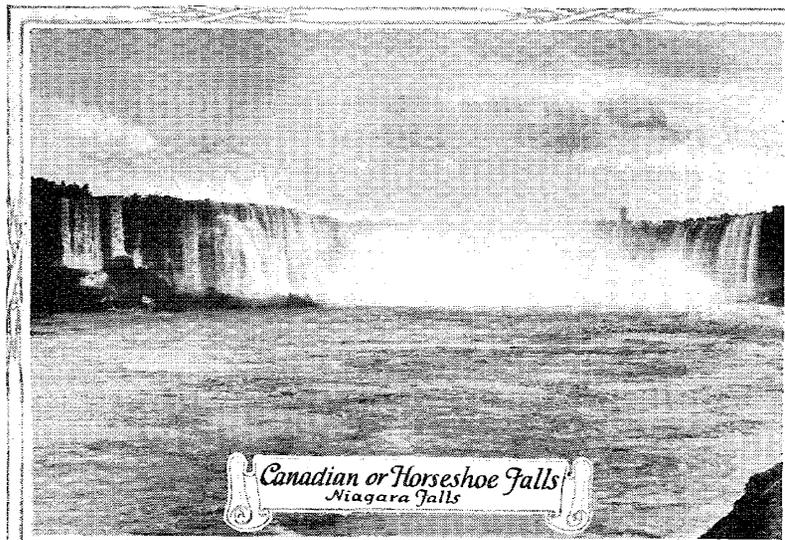
The tourist from Pennsylvania or Northwestern New York may enter the district crossing the international boundary at any one of three points. From Buffalo a frequent ferry to Bridgeburg lands the motorist at the beginning of a delightful seventeen-mile parkway drive, along the verge of the noble river, direct to the brink of the Falls. Another roadway entering Niagara Falls, N.Y., crosses at the International bridge into the heart of the Ontario city of Niagara Falls. And a third leads across from Lewiston, N.Y., to Queenston, just below the last stretch of the Niagara rapids. Each of these entrances has characteristic scenic advantages. The appreciative tourist will acquaint himself with all three.

Ontario's world-famous hydro-electric development becomes evident at Niagara in several ways. First in the several power-houses adjacent to the Falls itself. More indirectly in the series of parks and boulevard driveways extending along practically the whole length of the river, the upkeep of which has come from sums set aside under the supervision of the Ontario government from the revenue arising from the power development. The first playground, Queen Victoria Park, skirts the river from the brink of the Horseshoe Fall to half a mile below and affords the finest view of the whole world-wonder cataract. This Park, with a wonderful collection of native and foreign flora, is well worthy of a visit. A splendidly-appointed restaurant, operated under government supervision, is only one of numerous conveniences.

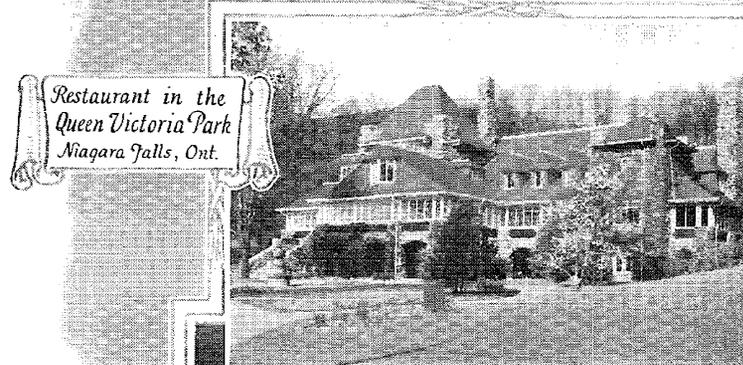
Passing the city of Niagara Falls, an industrial and railway centre to which the adjacent power-development has contributed marked prosperity, the tourist goes by road or trolley along the precipitous banks of the Niagara gorge, viewing the various sections of the lower rapids. At the famed "Whirlpool," where a sharp bend in the gorge forces the mighty current into circular motion in a rocky bowl a thousand feet in diameter, an aerial car, passing from bank to bank, provides thrills with absolute safety.

Slightly further down, another park, Niagara Glen, takes the visitor comfortably down the river bank to the water's edge at one of the most rapid sections of the rushing river. Here awe and glory are combined.

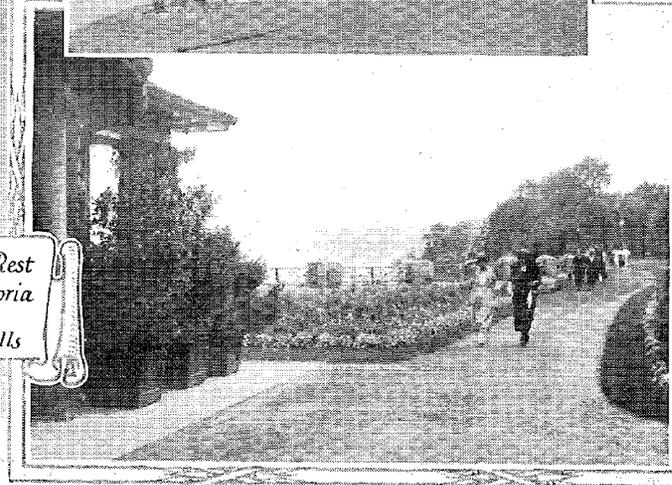
Cutting through this section a little distance from the river bank is one of the newest of man-made wonders, the Chippewa-Queenston power canal, which brings Niagara water from above the Falls in eleven miles of giant ditch to take advantage of the greatest drop in the gorge walls at Queenston. The power plant here, constituting as it does the largest single hydro-electric development in the world and incorporating several new features, is a very interesting spot, not only for the engineer but also for the layman. The enormous horsepower developed at this, the latest of the Niagara hydro plants, is utilized throughout the whole central section of the province.



*Canadian or Horseshoe Falls
Niagara Falls*



*Restaurant in the
Queen Victoria Park
Niagara Falls, Ont.*



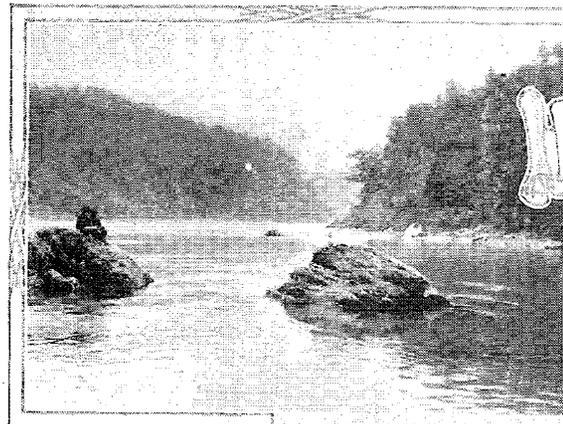
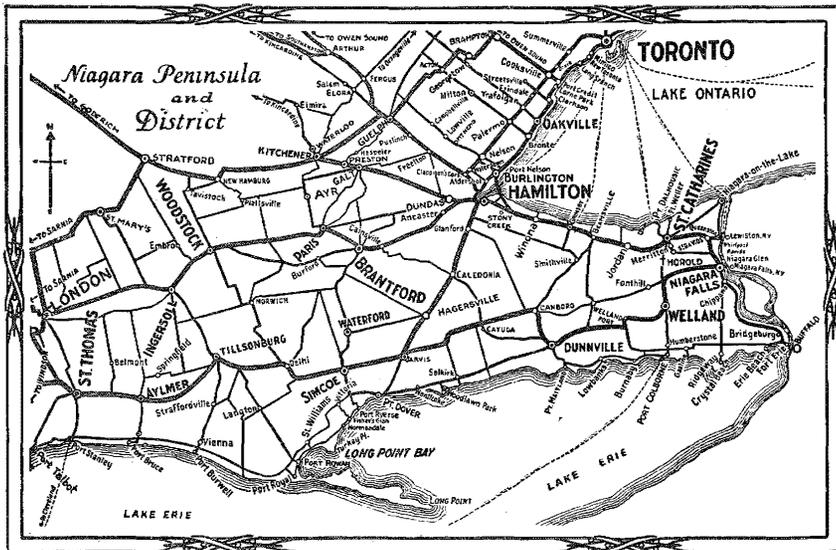
*Ramblers Rest
Queen Victoria
Park
Niagara Falls*

Historic interest centres at Queenston where a most attractive park on the Heights, with a commanding monument to Brock, commemorates the scene of a struggle of more than a century ago, now happily remembered only in international fraternity. From the park northward, looking really from the edge of the Niagara escarpment, over miles of placid blue river winding between red clay banks through a section of fruit-garden country dotted with little towns and with lake Ontario in the distance, the view is one of the loveliest of one's memory.

From the Niagara border a network of excellent roadways covers the whole peninsula. A provincial trunk highway, bearing southwesterly and within easy reach of the Lake Erie shore, passes Welland and Dunnville, thriving manufacturing towns, and continues through Western Ontario to Windsor and Detroit. Another similar highway, affording frequent views of Lake Ontario, passes northwesterly through a most attractive fruit district, familiarly known as "the Garden of Canada," touching the city of St. Catharines and the towns of Beamsville and Grimsby, all fruit-shipping centres. From April, the budding season, till October, a drive through this district reveals extraordinary charms. In May, when the blossoms of millions of peach, pear and cherry trees are in evidence, the scene is a veritable fairyland. And a few weeks later when the most delicious fruit is available at ubiquitous roadside markets another variety of charm is manifest. Grimsby Beach, a resort on the lake Ontario shore in the centre of the fruit district, has a comfortable hotel and a hundred or more cottages.

Continuing on the highway to the head of Lake Ontario one reaches Hamilton, the second city in population in the province. Situated on a land-locked bay, with a breeze-swept beach just a mile or two away, affording ample space for summer cottages and with a mountain ridge, a section of the Niagara escarpment, behind it, Hamilton has peculiar advantages. In the early days a market centre and still holding that feature, its later prosperity rests mainly on scores of manufacturing establishments, many of these branches of American concerns which have found advantageous power and shipping facilities at this Canadian point. Hamilton's 120,000 people find outlet for their yearn for the out-of-doors in yacht and rowing clubs and in four golf clubs.

The geography of the Niagara district is more directly shown in the map below, which will repay a minute's study.



*"Just Nature"
Niagara Glen*



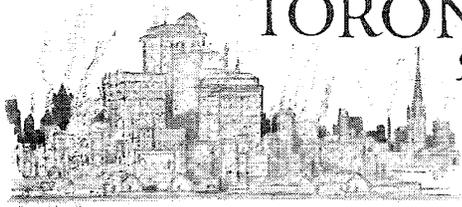
*Queenston Village and
the Niagara River from
Queenston Heights Park*



*Golf and
Country Club House
Grimsby East*



*Maplewood Tourist Camp Huts
in the Trees
three miles East of Grimsby*



TORONTO *the Big Resting Place for Tourists Visiting Ontario Summer Resorts*

In addition to being the provincial capital and the seat of the government of the Province, Toronto is in many ways the focal centre of Ontario. A glance at the map, either on page four or the larger one folded in the back of this booklet, will illustrate its geographical position. What is termed New Ontario to the north and the great northwestern section of the Province are, it is true, considerable distances from it, but the city is the termini of the railway lines running through these as well as the other sections and, as well, the centre of the motor roads of the provincial system. In addition the steamships of the lower lakes make the city their home port.

From this it will be seen that the major portion of the tourists visiting Ontario pass through the capital. Most of them, indeed, do not pass immediately but linger a while to get acquainted with one of the favoured Canadian cities.

With its population of 550,000 making it the second city in Canada and the twelfth on the continent, Toronto has real claim to metropolitan characteristics. With mercantile, industrial and finance all well represented in its business life, the arts have not been neglected. The city is one of the great educational centres of the continent and its reputation as the home of music is world-wide. The characteristic most talked of by appreciative visitors, however, is the city's homes, which in themselves give incontrovertible evidence of happiness and prosperity.

The visitor finds Toronto a delightful place to come to. Perhaps the highest tribute which could be paid was that given by the ten thousand visiting Rotarians at their annual convention last year when they were eager to return again this year. It is a popular convention city, particularly during the summer season.

Many people, indeed, go no further for summer resort pleasures. Nor need they unless they seek life in the opener, wilder sections. Two miles across the city's harbour, for instance, right in Lake Ontario, is the "Island" with hundreds of summer cottages, some quite pretentious, and several thousand residents in a more democratic tent colony. The Island, formerly a sand bar, some three miles in length and of varying width, has been transformed into a series of parks and playgrounds which furnish a most happy breathing spot. Several yacht clubs have their anchorages and club houses on the harbour, which, with the white wings of the yachts and smaller craft mingled with the hulls of the larger steamers, presents a most pleasing sight on an afternoon or evening.

To the east and west again along the lake front are residential districts which in summer partake of a holiday aspect. Toronto's citizens are lovers of the aquatic, hence canoe and rowing clubs find sites on the lake shore in both directions. To the west a newly-developed playground and bathing beach at Sunnyside is particularly popular and here on a summer evening thousands enjoy the lake breezes, in canoes or



*City Hall
Toronto, Canada*



TORONTO
WELCOMES YOU
*and serves you finally
in readiness for
Your
Happy
Vacation
in
ONTARIO'S
WONDERLAND*

*Business Heart
of Toronto*

launches on the water itself, in watching various sports progressing on the several acres of parkway, by a dip in the cooling waters, or simply in sauntering on the mile or more of board walk, strikingly reminiscent of American resorts, right at the water's edge.

Toronto does herself well otherwise in the matter of recreation. In a public park system of 2,200 acres, divided into sixty-four areas, bowling, tennis and other games are followed assiduously. Thirty-nine public playgrounds in which trained supervision is provided are a godsend to the children of the city. Two public golf courses within the city limits are naturally, exceedingly popular. Seventeen others, including two or three famed for their beauty of scenery and architecture, are located east, north and west within convenient distance of the city's centre.

The city will be particularly interesting to students of civic government from the fact that it is a foremost exponent of municipal ownership. Under the system of the Ontario Hydro-Electric System it has for years owned its own street-lighting system and has supplied light and power to its citizens. Recently, through the purchase of existing private interests, it has become the sole distributor of electricity for light and power. Recently, also, the city's street railway system was purchased, the lines rehabilitated and the most modern equipment added until at present Toronto has one of the finest transportation systems on the continent. One of the newer features of this is the addition of motor buses serving the outlying sections, with a fleet of special express cars running from one of the finer residential districts direct to the financial section.

A delightful way to spend an hour or so, if the time to spare is limited to that, or half a day, if that again is available, is in a drive about the city. The usual sight-seeing buses give good service in the central and northern sections but private motor or taxicab, with more time available, shows the real charm of the city in its parks, its residential sections and its waterfront. This latter, giving evidence of an extensive new harbour-development plan, being worked out in conjunction with the deep-waterways project, is well worthy of a visit

The hotels cater to every type of tourist. Particularly favoured by those who enjoy restful surroundings are a number of the newer family hotels in quiet sections. The fact that the ten thousand delegates to the Rotary convention last summer were entertained in the busiest tourist season is assurance of the city's capacity and hospitality.

A new motor camp, where the River Humber meets Lake Ontario on the city's western border, with a bathing beach at hand, provides for the motor nomad, amid pleasant surroundings.

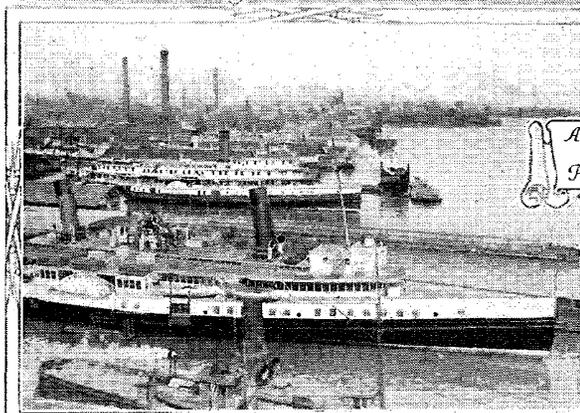
Favorably located, as it is, Toronto affords opportunity for almost endless week-end motor trips through delightful and diverse scenery. Within a hundred miles are scores of resorts offering varied attractions. The roads in every direction are, with few exceptions, thoroughly satisfactory. One of the most popular drives, which in some respects is unsurpassed on the continent, is that over forty-two miles of wide concrete to Hamilton, the roadway skirting Lake Ontario for most of the distance and passing suburban towns, the country homes of millionaire business men, and acre after acre of flowers and fruit growing for marketing in either of the two neighbouring cities.

One may be gay, or sporting or restful as one wishes in Toronto and friendly spirits may always be found who will sympathize with any mood. At least two of the theatres carry summer stock companies so that there is always something worth while to do for the visitor as well as the permanent resident.

But even with all these advantages the delights of the resorts in the far-flung districts of the Province call insistently.



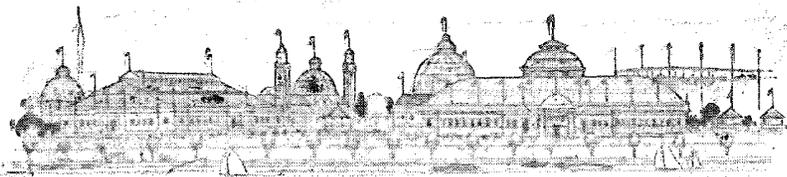
*Sunnyside Beach and
Bath House ~ Toronto*



*A Wonderful Harbor
at Toronto for
Pleasure going Vessels*



*Sunnyside ~ the
Tourists' entry
to Toronto*



*A few words about our
Canadian National Exhibition
"the largest Annual Exhibition in the World"*

Some idea of the attractiveness of the Canadian National Exhibition, one of the features of Toronto's year, is gained immediately from the fact that for several years past the attendance has mounted to one million. This is all the more remarkable when it is noted that the Exhibition is an annual event, and that it is only open for a period of fourteen days. Naturally, during this time, the last week in August and the first in September, Toronto is a veritable Mecca for tourists.

Located in a park of several hundred acres on the shore of Lake Ontario near the city's western border, the Exhibition has a site of great natural beauty and this has been added to materially during the course of years by skilled landscape gardening around the score or more of permanent buildings housing the host of exhibits. The attractions in the buildings and grounds are widespread and numerous enough to accommodate a hundred thousand or more people without evidence of crowding.

While the Exhibition is national in character and during the past few years has been assuming international proportions since exhibits from Great Britain and European countries as well as from the United States are becoming a feature, it is in great measure a reflection of the Province of Ontario, since naturally the adjacent cities find it most convenient to utilize it for publicity purposes. The Ontario Government invariably presents striking exhibits showing the resources and new development of the Province. In one wing of its special building, for instance, are shown models of mines and mining machinery from the north. In another the work of fire-prevention in the provincial parks is illustrated. At last year's Fair another section showed a thoroughly realistic scene from one of the wooded districts of the Province with a number of beavers disputing themselves in a pond in one corner while nearby a young Indian was fabricating birch bark canoes.

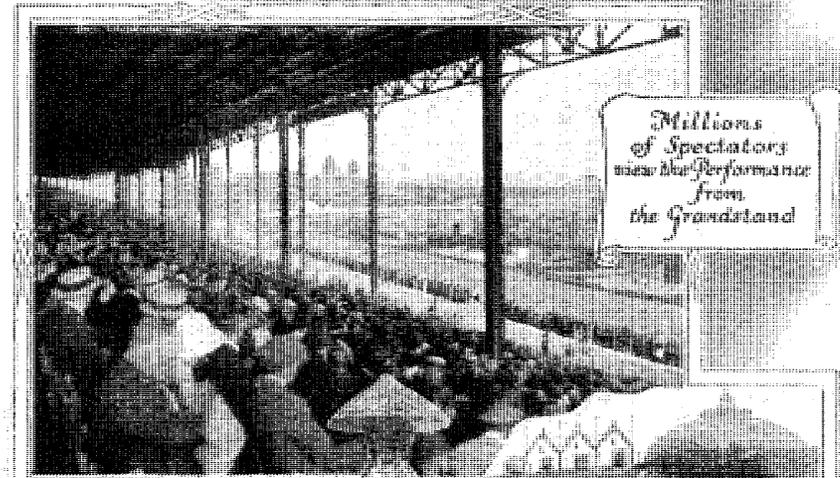
Not the least of the Exhibition's attractions are the historical spectacles presented each evening before the grand stand, one of the largest in America, by the way, which offer a variety of entertainment not seen elsewhere. One sits enthralled, invariably, with fifteen thousand others, watching these presentations which are closed with a magnificent display of fireworks.

Another feature specially commented on by American visitors is the extensive motor show, occupying two large buildings in the grounds. Coming in the early fall, just when the new models are being shown, and several months before the usual spring shows elsewhere, this gives an opportunity to see the very latest in automobile development. Practically every maker of consequence in America is represented and several British and European cars have also been displayed latterly.

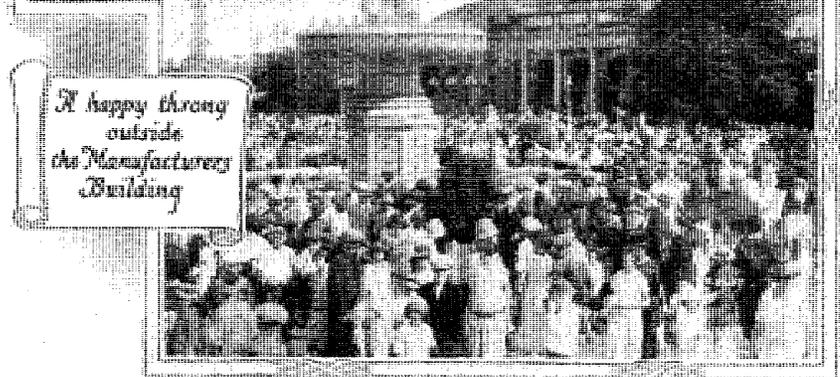
Once visited, the Canadian National Exhibition has an intriguing attraction. A special day is set aside for the benefit of visitors from the United States, many of whom, by the way, return year after year. It is well worth planning your visit to Ontario so that the Exhibition may be one of its features.



*Canadian National Exhibition
TORONTO - CANADA
The Largest Annual Exhibition in the World*



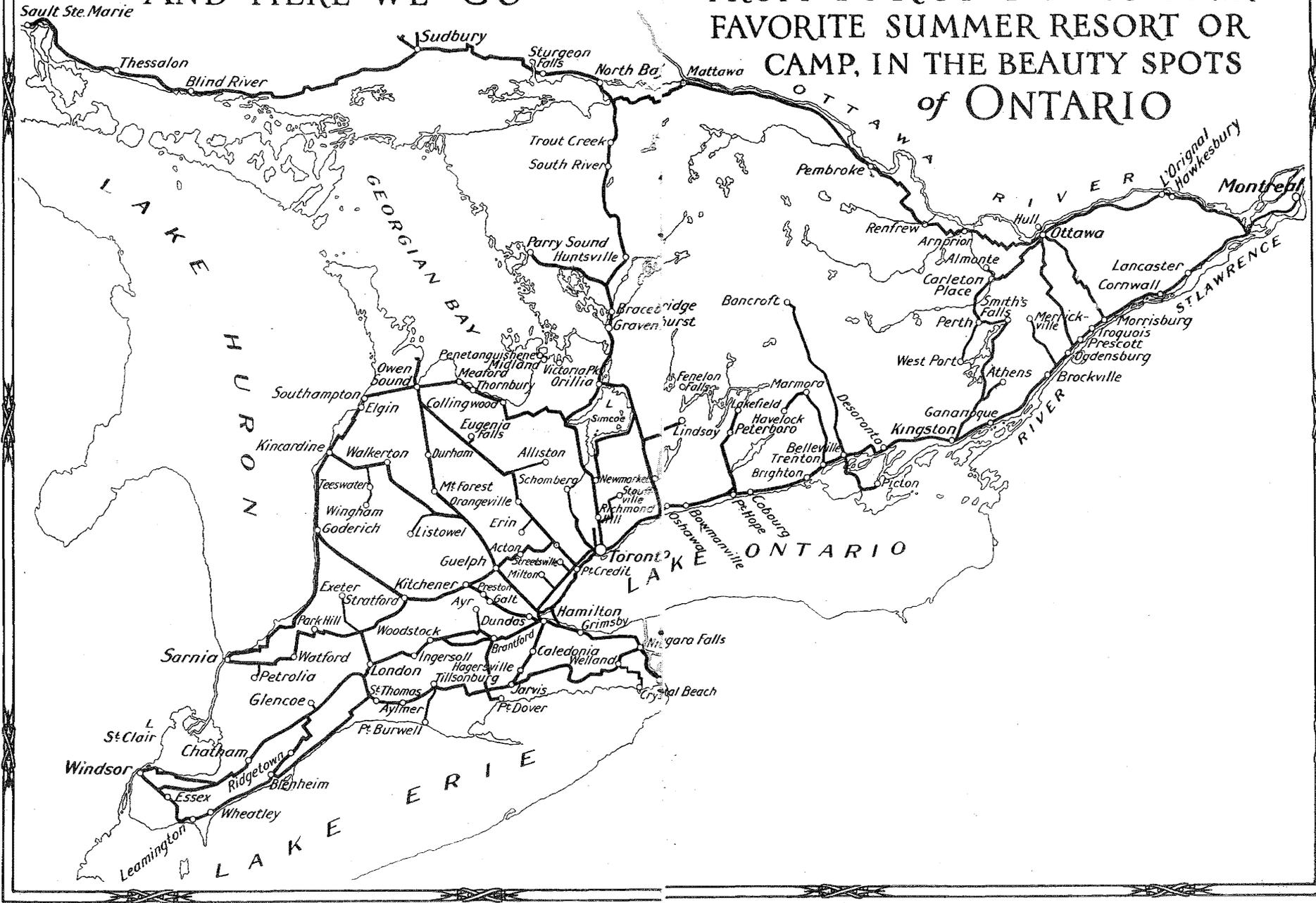
*Millions
of Spectators
view the Performance
from
the Grandstand*

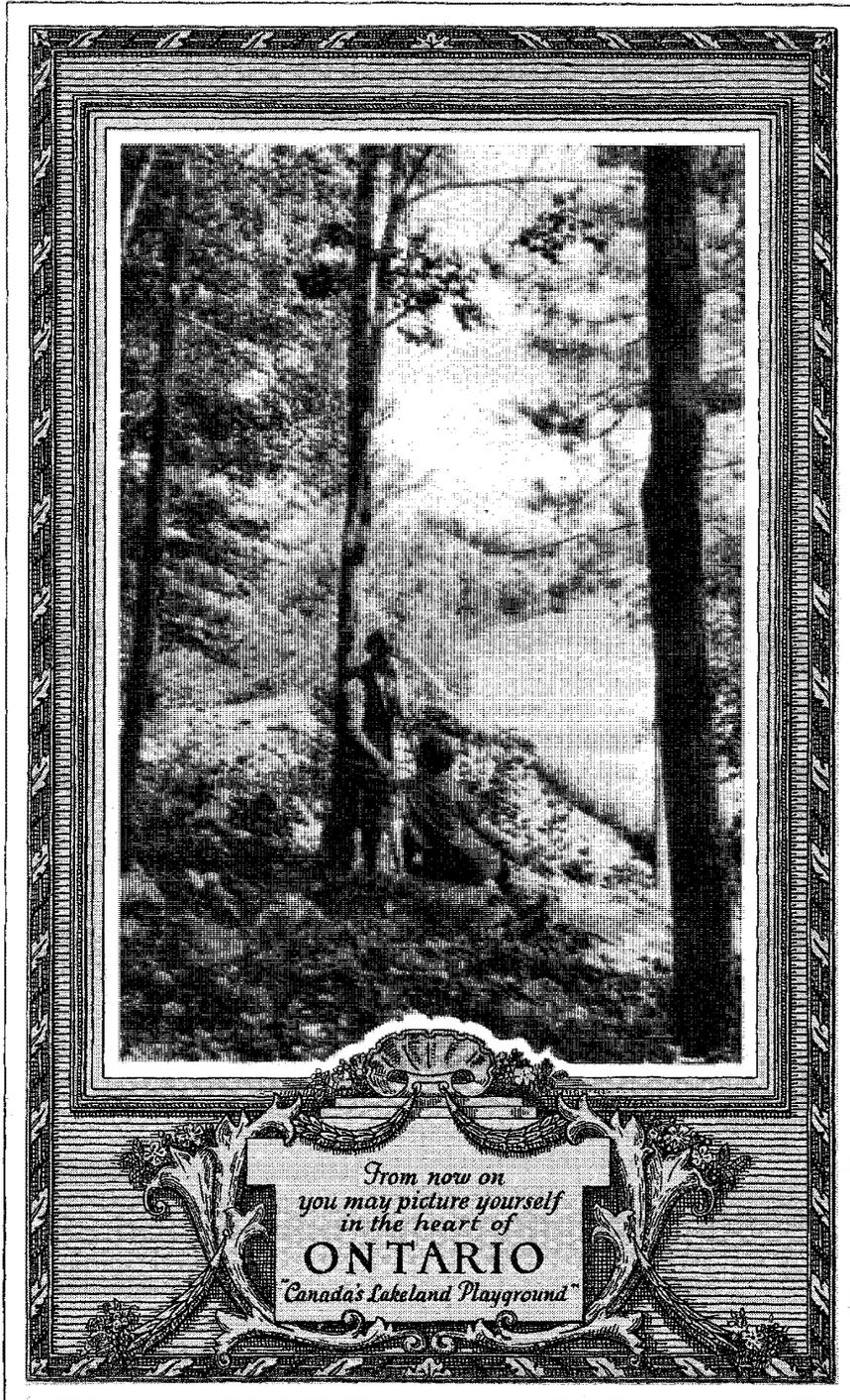


*A happy throng
outside
the Manufacturers
Building*

— AND HERE WE GO —

FROM TORONTO TO YOUR FAVORITE SUMMER RESORT OR CAMP, IN THE BEAUTY SPOTS of ONTARIO





Look Forward to Real Joy

But at holiday time, particularly to the dwellers in cities, there is a not-to-be-denied intrigue toward the out-of-doors, where a renewal of health and a new lease of life come with the heartiest kind of enjoyment among Nature's own delights.

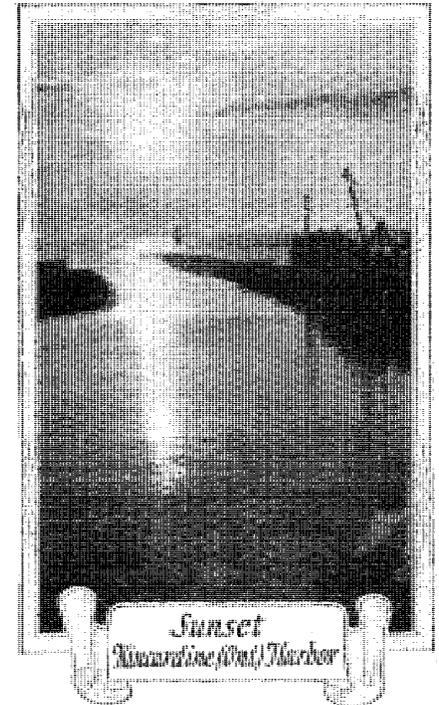
*Where the roaring rivers call to me,
As they leap from crest to crest;
Where the lakeland wavelets wave to me
As their breezes bring me zest;
Where the forest wilds are quiet
And the wary bass lie deep—
O let me out to the out-of-doors
Where I'll play and rest and sleep.*

It is this sort of thing in the highest form that you may look forward to in the Ontario resorts. Leaving Toronto or several other centres by motor or by rail, a few hours will bring you into the heart of the popular holiday land where the most healthful enjoyment waits for your taking.

Does the thrill of the wild, away from the crowd of humans, appeal? Does the lure of the rod, the quiet pool and the singing reel call? You may have both at their best. Do you prefer the sophisticated summer resort with its abundance of sport and omnipresent social flavour? This type, too, is available in legion. Would you like to run rapids in a canoe or play golf where woods and lake border the fairways? Both are possible. Or would you prefer to drive your car from point to point, revelling in the beauties of water, forest, valley and mountain and gleaning rejuvenation from new scenes? Excellent roads await you.

Thus in planning your holiday look forward to enjoyment—the sort of thing you like best for a holiday—in deepest measure. Ontario can supply it.

The pages to follow outline some of the most pertinent features of the several holiday districts of the Province. A glance through illustration and letterpress will help you to make a more intelligent choice of route and objective. Whatever choice you make you may be assured that joy and happiness, so far as nature and surroundings can make it, await you.



Couchiching and Lake Simcoe



Passing north from Toronto by motor on a magnificent highway, over rolling hills, through some of the finest agricultural country to be seen anywhere, with small towns at intervals and glimpses of lakelets a short distance from the roadway, one comes at forty miles to Lake Simcoe, a sheet of water twenty by thirty miles with an irregular shore line on which are situated a score of home-like resorts. Many a Toronto business man sends his family here for the summer, coming out by motor for the weekend or even for the evening. First-class roadways surround the lake and the northern traveller takes his choice, varying his route for interest. The Lake Simcoe resorts are also readily accessible by rail or trolley. On the east side of the lake, near Beaverton, a market town with a summer population, is the entrance to the Trent Canal, one section of the waterway from Georgian Bay to Lake Ontario. On the west side, on Kempenfeldt Bay, an arm of the lake, Barrie, a pretty town with a well-located golf links, attracts its visitors.

In this district splendid farming land and the resorts are side by side. This, as will be evident, is an assurance of abundant and convenient food supplies, not the least of items to be inquired about when planning for a holiday.

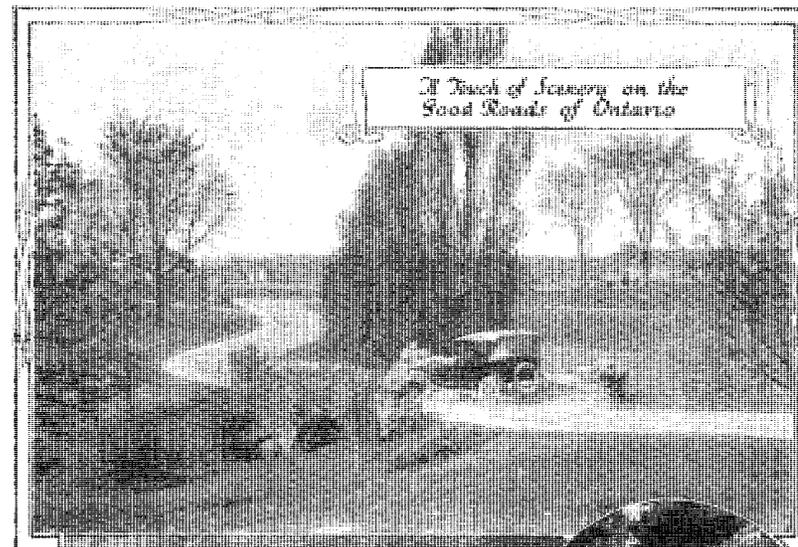
North of Lake Simcoe and a continuation of it is Couchiching, whose translation from the Indian, "Lake of Many Winds," indicates one reason for its popularity. Orillia, a beautifully-situated manufacturing and market town, has a noted fifteen-acre lakeside recreation ground, Couchiching Beach Park, with a splendid motor camp, facilities for bathing and children's welfare. At Orillia, also, a golf course with unusual scenic features is available. On the narrows connecting the two lakes are summer hotels and boarding houses.

To the east of Couchiching is beautiful Lake St. John, specially popular with camping parties, and near by at Rama is an interesting Indian reserve.

From Lake Couchiching flows the Severn River, a continuation of the Trent water-course, to Georgian Bay, which offers excitement for the canoeist in several stretches of rapids, and excellent fishing. An enlargement of the river, Sparrow Lake, is popular with a democratic class and offers special attractions of its own. The Severn is accessible by either motor or railway.

A trip of special interest to the devotees of motor boating is offered in the district. Entering at the mouth of the Severn on Georgian Bay, the launch may be taken through delightful scenery and an occasional stretch of canal, up the river, through Sparrow Lake, through lakes Couchiching and Simcoe, by another stretch of canal into the Kawartha Lakes, to be described later, and thence, by river, into lake Ontario.

Life in any of the resorts of the district is bracing and pleasant. The first stages of the Ontario Highlands being some 700 feet above the sea-level, the climate is clear and stimulating. Fair, at times excellent, fishing may be obtained in the lakes and bays. The lake bathing is unexcelled.



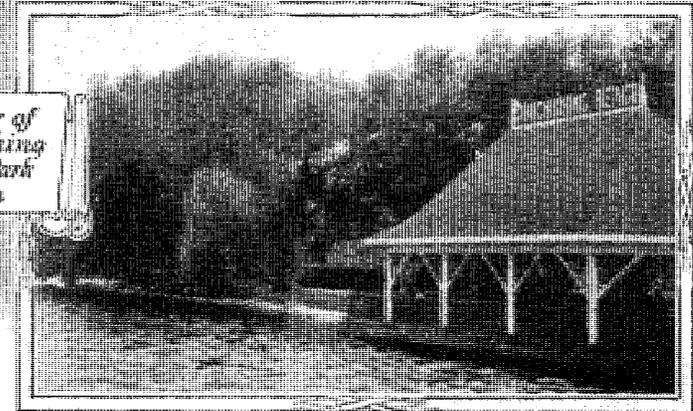
A Touch of Scenery on the Good Roads of Ontario



A Noon-hour Meal on the Fishing Trip

Something to be Proud of

A Corner of Couchiching Beach Park Orillia





Among the 30,000 Islands of Georgian Bay and District

Georgian Bay, really a magnificent arm of Lake Huron, has in its 30,000 islands room for hundreds of thousands of summer visitors. While its beauties have been known for two or three decades and a new popularity seems to have been accorded it during the last two or three years, it is to a large extent an unspoiled section.

One reaches the district either by rail or road. On the south shore, where a particularly fine beach makes a splendid motor speedway, is Washago Beach, a popular summer resort. Further west the towns of Collingwood and Meaford have their quota of summer visitors. Still further west, at the base of the peninsula which creates Georgian Bay, is the City of Owen Sound, the terminus of one of the provincial highways in central Ontario. From Owen Sound a line of steamers is run to other Georgian Bay and Manitoulin Island ports.

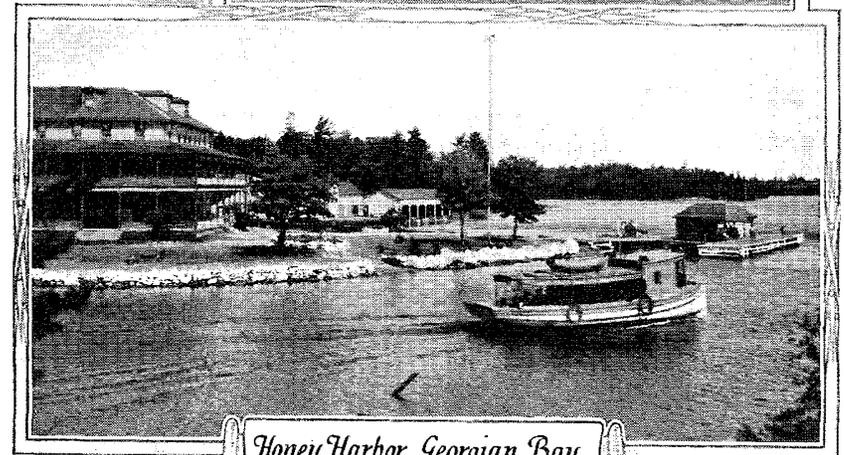
It is further north, however, in the district not readily reached except by water, that the major beauties are found. From Midland, 100 miles from Toronto by rail, a steamer line enters on the entrancing trip through the islands, calling at Penetanguishene, Honey Harbour and all the important resorts on the route to Parry Sound. Nature has been so generous in this district that it is very difficult to describe. The steamer threads her way between the myriad islands and through rocky passages which seem to defy admittance. Here are rugged promontories, there islands shimmering in the greenness of their wild vegetation, and here again large expanses of open water. Black bass, maskinonge and salmon trout abound through this district. And there are numerous side trips into the hinterland on the main shore which afford other delights. Just a score of miles inland lie the famed Muskoka lakes, to be described later. Just above Midland, also, is the mouth of the Severn, the beginning of the Trent waterways system. Here La Salle pushed his way through when making his descent on the Iroquois of New York State.

Parry Sound, a market town in the centre of the Georgian Bay section, was until a few years ago an important lumbering point. It may be reached by motor or rail as well as by water and hence is a convenient distributing point for the resorts of the neighbourhood.

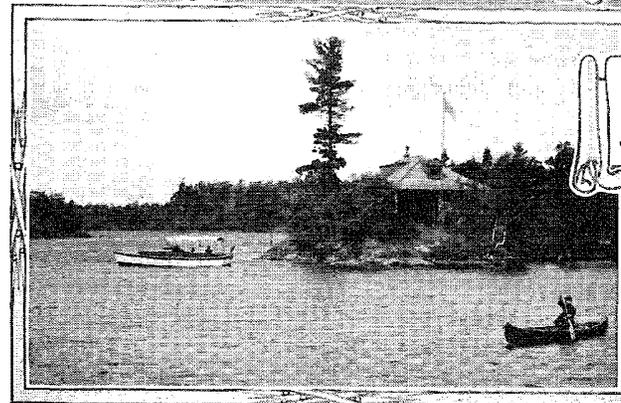
Above Parry Sound the country near the Georgian Bay shore is rough and wild, and being cut through by several rivers, affords an opportunity for those who like nature as God made it. Pointe au Baril, thirty miles away, is another resort recently becoming popular, where the fishing is particularly favourable, and from which there is opportunity for long and short canoe trips as one wishes.

Byng Inlet, at the mouth of the Magnetewan River, is a spot favoured by fishermen. And above this, on the reaches of the river enlarged to lakes, are still other resorts. Steamers ply on the upper reaches of the river from Burke's Falls, through Lake Cecebe and passing a set of locks near the Village of Magnetewan reach Lake Ahmic, which boasts several resorts and has space for hundreds more. From this

All ready for
the
Fishing Trip



Honey Harbor, Georgian Bay.



Scene on
the
Severn River

down the river is too rough to be navigable for larger boats, but offers a somewhat daring passage to the canoeist of twelve miles to Lake Wa-wa-kesh, and thence, by a series of portages, on to the Inlet on the Bay.

Still further north is the outlet of the French River, one of the mighty streams of the north, which drains Lake Nipissing. This river, it is worth while to note in passing, was considered seriously some years ago as the course for a wheat-carrying canal, so that vessels from the upper lakes might be passed into the Ottawa River and thence into the St. Lawrence without passing through the lower lakes.

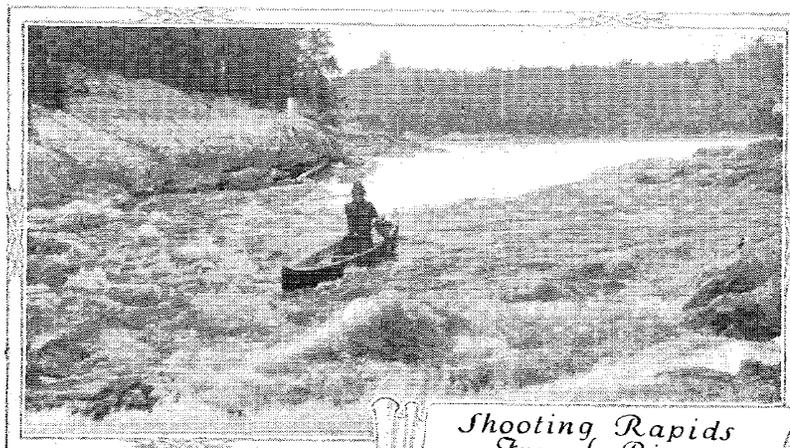
To those who do not care for the gaieties of the typical summer resort but prefer the free life of the open in the wilderness, this section will have a strong appeal. Steamers run from the Town of North Bay (to be touched on in another section) across Lake Nipissing, and then down the river for about twenty miles to Chaudiere Falls. Navigation for larger craft is denied below this, but the forty or so miles intervening between this point and Georgian Bay, with stretches of rapids to invite the daring make ideal canoe water. Many smaller lakes in the neighbourhood remain scarcely touched and offer the finest of sport. Bass, lunge, pike and pickerel are found in the river and larger lakes. Trout of good size may be had in season in the smaller lakes and the streams leading into them.

Forming the northern boundary of Georgian Bay and right at the northern end of Lake Huron is Manitoulin Island, one hundred miles in length, the largest in the lake, which, with some excellent agricultural land, provides a placid life for a considerable population. Access is had to the island by one or two lines of steamers.

Manitoulin—the island of the Ottawas—carries a deal of historic interest since explorers' tales of Indian life reach back to as early as 1615. The island is an almost undiscovered country so far as the tourist is concerned and one that will repay a visit and will surprise one with its picturesqueness and fertility. A first-class road, leaving Gore Bay, the principal point on the island, makes what is virtually a circuit of it, running through the villages of Kagawong, Manitowaning, Teakumah and Mine-moya and returning to Gore Bay. It will be noted that the Indian origins are realistically reflected in the island names. Indeed all through the Georgian Bay region traces—in names similar to these, in legend, and in Indian reservations where the sons of the early tribes still remain supreme in a limited area—of the original inhabitants are everywhere manifest.

On the mainland north of Manitoulin and reached by first-class roads, as well as by rail, is the famous Ontario nickel country. Sudbury, a mining town of importance, is known the world over for its output and Copper Cliff, another town near by, is descriptive in its name.

But one always turns again to the alluring lake, since there is an ever-changing beauty about the blue of Huron and it is well worth while studying in its various moods—in sunshine and shadow, in cloud and mist and in the whirlwind storms which at times sweep over its vast expanse. To revert to the nomadic life along the lake shore at some point where an organized resort has not yet found a footing, to sleep under canvas within reach of the lap of the water, with a refreshing early dip as an inspiration for the day to follow, with all the glories of unspoiled fauna and flora surrounding, is an experience that would bring refreshment to many a so-called "tired business man." And this is the sort of life the Georgian Bay district offers to the full.



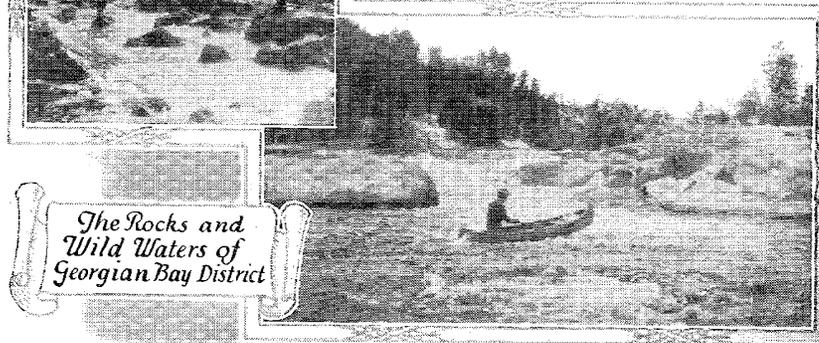
*Shooting Rapids
French River*



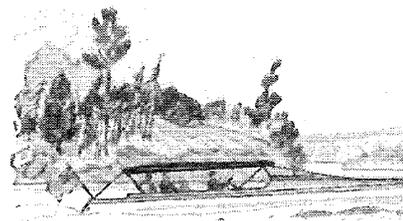
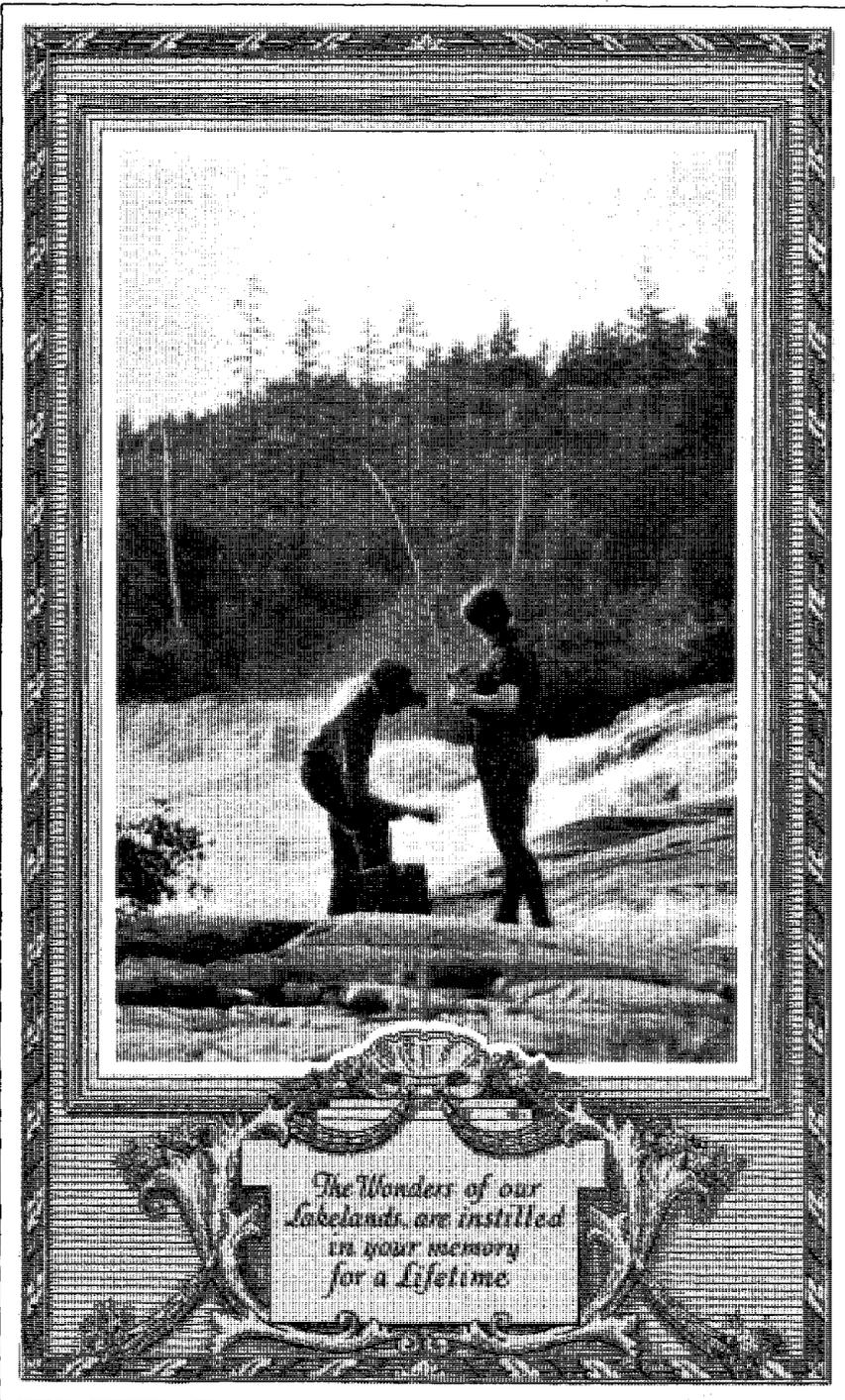
*French River
Bungalow Camp
view at Harbor*



The Delight of Thousands



*The Rocks and
Wild Waters of
Georgian Bay District*



Muskoka, Algonquin Park and Lake of Bays District

"Looks as though God meant that country for a playground," one enthusiastic American who was visiting Ontario for the first time last year said about what is designated "The Ontario Highlands."

"He put the lakes and rivers down in batches, coupled 'em all up so they wouldn't run over, based 'em all on a good solid rock foundation, and planted just enough soil so the trees would grow but so it would take the farmers some fun scratching for a living."

Pertinent description indeed! If after seeing the section you can tell of another district where Nature reveals more than in this one, we in Ontario will pledge ourselves to pilgrimage to it instanter.

And with all this, fancy leaving one's office in Toronto just a little earlier in the afternoon than usual, and after a few hours on a fast express and a restful hour on a steamer navigating in among verdure-clad islands with a glorious sunset on the western horizon, sitting down to dinner in one's own summer cottage before it is really dark!

That applies to the Muskoka district, little more than a hundred miles by rail, and six or seven hours by motor, from Toronto. And when you get there—well, read over the description at the head of this page again.

"Clear Sky," the translation of the Indian name, is not in any sense a misnomer. Muskoka is a land of brilliant sunshine tempered with prevailing cooling breezes, with turquoise skies and sunsets that make even the most unexpressive enthuse.

The whole country is full of lakes, from tiny ponds which sparkle like gems in the heart of their rocky basins with shadows painting pictures of the trees bending over, to the three best-known, Muskoka, nineteen miles long, Rosseau, twelve, and Joseph, fourteen. These are lengths given aerially. If a stranger started to paddle a canoe or guide a launch among the islands and around the shore-line of either of the three he would take probably a week, since their borders are so irregular and indented.

Probably in no other spot on the continent may the diversity of taste and of purse be more readily catered to in the way of holidaying than in this same Muskoka region. The scores of resorts in the district run the gamut from the humble farm home near the water where the good wife ekes out the scanty cash supply by keeping summer boarders with the inevitable "boating and bathing," on up through varying degrees of luxury to the palatial hotel where one is presumed to dress for dinner and a bath goes with one's room. Most visitors get into the spirit of Muskoka very soon, however, a happy, take-it-easy-for-the-time-being feeling and are ready to enjoy the good things the district offers to the full.

Six golf courses which combine the picturesque in scenery with interesting hazards have been worked up at the larger resorts and may readily be reached by launch or steamer from almost any point. Every hotel and many private owners have their tennis courts and bowling greens are found frequently. The walks in Muskoka are in themselves a worthwhile feature. Rambling over hill and dale, through forest and thicket, one comes now and again on vistas of wood and water which bring involuntarily the joy of creation.

Twenty-five miles further north lies another similar but not so well-known region, the "Lake of a Thousand Bays." This section is reached by rail or motor via Huntsville where one boards a steamer, passes down Muskoka River and across Fairy Lake, thence through a narrow, twisting channel into Peninsular Lake. Between Peninsular Lake and the Lake of Bays, the main body of the chain, a small railway, said to be the shortest single line on the continent, with a trackage of only one mile, covers a necessary portage comfortably. As near a journey to Fairyland as one gets here on earth comes in a sail over Peninsular Lake in the afternoon, with the cloud-shadows drifting among the opalescent lights from the water and the early sunset adding touches of delicate imagery.

The centre of the social life of the district is at Bigwin Inn, one of the finest hotels of the north, patronized largely by American visitors. Other less pretentious resorts, however, provide due need of comfort. Five golf courses within an extent of twenty miles show how the game has come into its own in the district. The fishing is excellent in the lakes themselves, salmon trout and black bass predominating. Speckled trout are to be found in pleasing quantities in some of the smaller waters in the neighbourhood.

Algonquin Park—a Playground Paradise

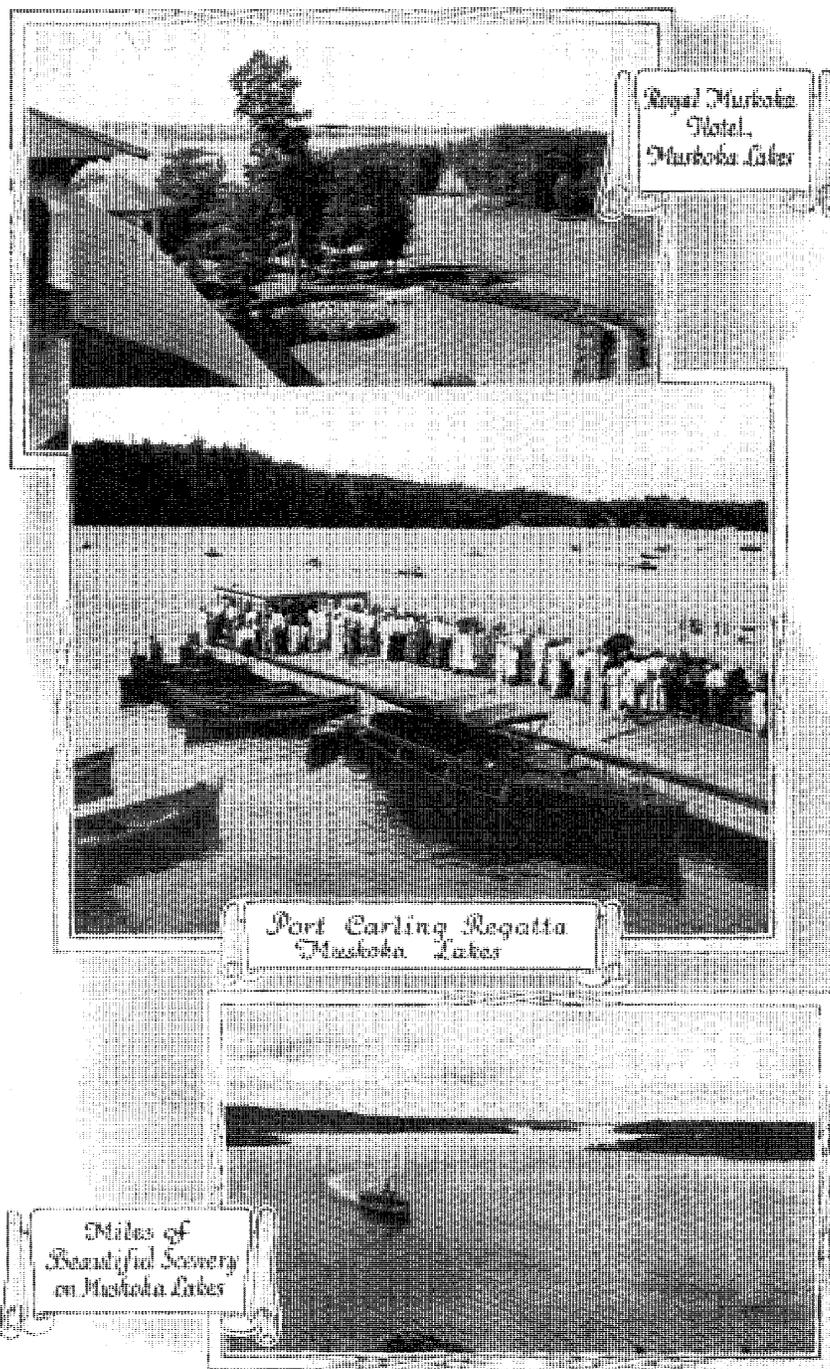
The Ontario Government has done well by its people in setting aside in this northern district large sections, as yet practically untouched by man, to be preserved as they are.

The best known and the most readily accessible of these, Algonquin Park, 3,000 square miles of lake, river and virgin forest, is but 200 miles away from Toronto, just fifty miles distant from Huntsville. As yet the motor roads, which are excellent to Huntsville, are not extended to the Park.

The reserve is on the ridge of the Ontario Highlands. With an average elevation of 1,700 feet some sections run to 2,000. In those 3,000 square miles are more than fifteen hundred lakes. And with their connecting rivers and streams these make a vast watery network which afford a paradise for the canoeist. Several of the lakes are large, enclosing fir-clad islets and setting in relief points and bays with here and there a rocky height climbing up into the blue.

While the accommodations in the Park provide the touch of luxury at just the right place appreciated by so many, it is not the spot for the society-lover. It is rather the resort for the nature-enthusiast, for the real man or woman who likes quiet and communion with purely natural beauty. At Algonquin Park Station, on the line of the Canadian National Railways and reached by special Pullmans from Toronto, the Highland Inn provides just the type of accommodation the traveller spoken of desires. Latterly the Inn has been opened for the winter season for appreciative folk who are beginning to learn the glories of the Northern Ontario winter. Supplies and guides are available both here and at Joe Lake where another first-class hotel gives the same accommodation. Nominigan Camp, on Smoke Lake and Minesing Camp, on Island Lake, offer thorough comfort amid the glories of the Park, miles away from the distraction of railways or civilization.

All this Highlands country offers one wonderful boon for the sufferers from the excruciations of hay fever. The disease, or perhaps better, affliction, is absolutely unknown in these districts. Tourists who have been distressed at the lower levels arrive in the Highlands with delight, freed almost miraculously from the tortures of the ailment. In a somewhat different way the same resorts afford ready relief to tired nerves and brains.

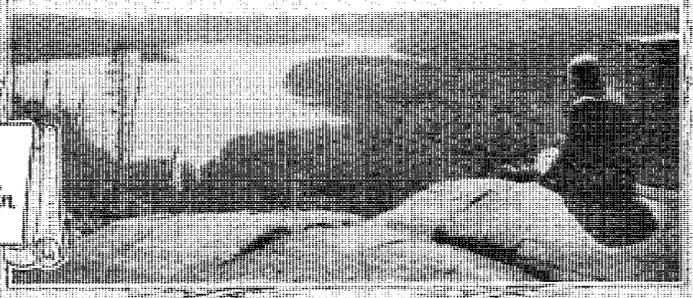




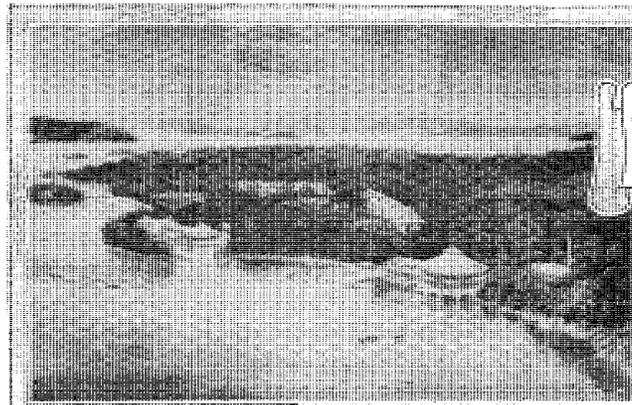
Winnipeg
Camp
Algonquin
Park



Mother and Dad
Perfectly Satisfied

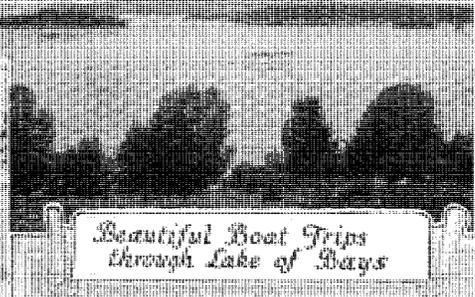
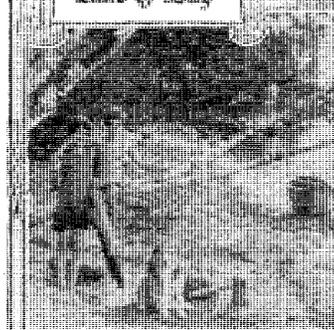


Cache
Lake
Algonquin
Park

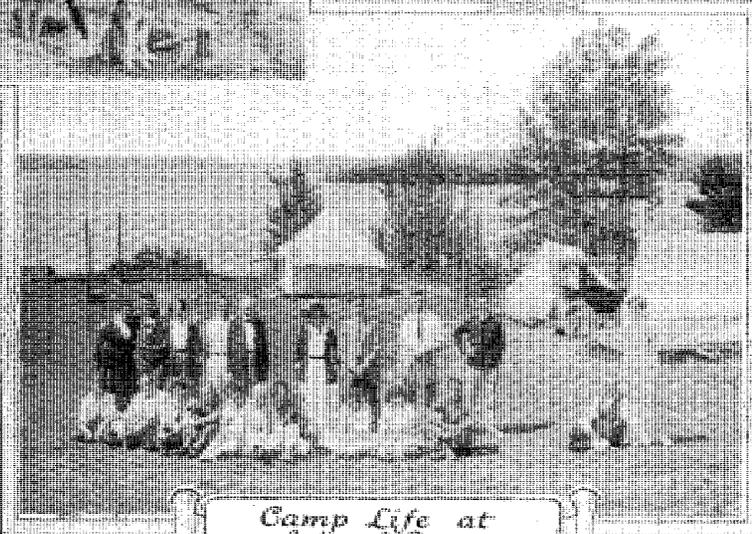


Bigwin Inn
Lake of Bays

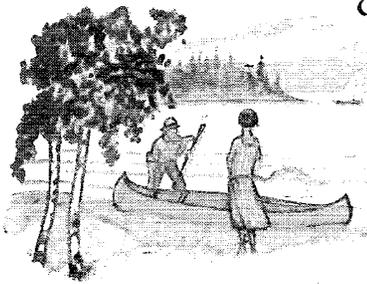
Health and
Happiness
at
Lake of Bay



Beautiful Boat Trips
through Lake of Bays



Camp Life at
Lake of Bays



North Bay District to Timagami and the Mining District

"To the north, to the north we go!"

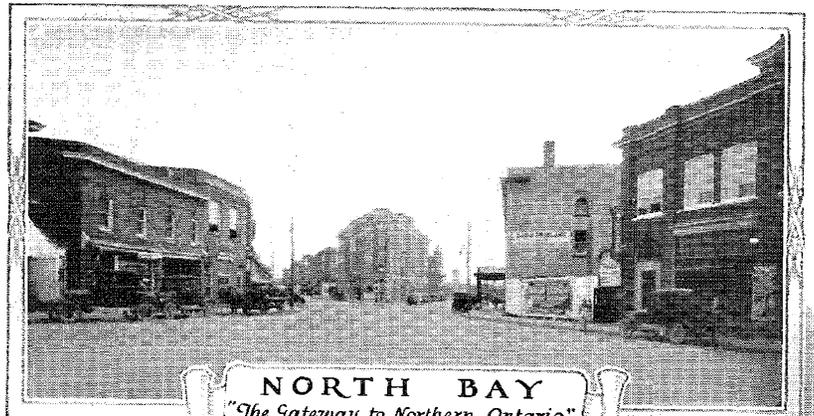
Whether the author of the old song ever dreamed how far north Ontario people and Ontario resorts would be in 1925 is something of a question. It would seem that there was room enough and charm and beauty enough without going further, but man is ever an explorer. So are tourists, as is proven by the number who increasingly press up every year into the great northern section we used to call "New Ontario," but have recently grown familiar enough with it to discard that somewhat misleading title.

North Bay, a railway city, a divisional point on the C.P.R., was up till eighteen years ago the "end of steel" in the district. Then came the call for development of that great almost unknown territory and the Ontario Government ran a line 250 miles further through this virgin district to Cochrane. Later the Canadian National Trans-continental line across the north was completed and now the traveller from Toronto to Winnipeg finds transportation through this picturesque section before turning westward. With the opening of the world-wonder silver and gold fields in this northern district the line was made more profitable. Later extensions were made to several of the important mining districts.

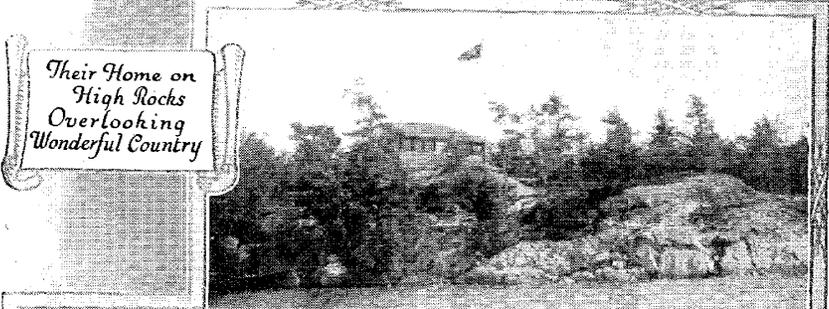
While there are roadways well developed in sections of this northern district, there is a mileage beyond North Bay which it has been difficult to run highways through and for the present the northern-bound traveller must leave his car at North Bay. This condition will not long prevail, however, since work is proceeding at present on this section.

Leaving the northern city in a Pullman if he wishes, the traveller is carried through a rocky and well-wooded country with the inevitable lakes glistening out here and there at frequent intervals. When the name "Temagami" appears on the station signboard at mileage seventy-three he learns that he is in the borders of another Government reserve. One hundred miles from north to south, sixty from east to west, and enclosing 3,750,000 acres, is this park, which will stand for all time for the benefit of the people of Ontario.

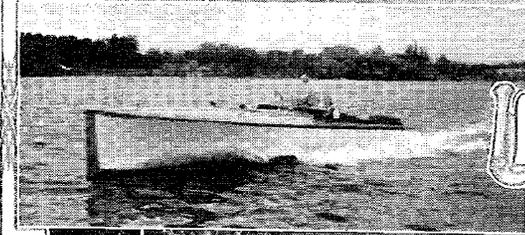
The three main lakes, charming in their presentation of rocky and wooded islets, green-clad hillsides and here and there up-jutting cliffs, are connected by streams which make ideal canoeing. Indeed the whole district affords unusual opportunities for the canoe trip of a large or small party. And the waters still teem with fish which in their cool clearness are as gamey and toothsome as are found anywhere. The speckled trout run large in the park waters, specimens up to two pounds and over being taken. Great lake trout of ten and fifteen pounds are frequent, and some of thirty pounds have been caught. Pickerel and black bass are as well omnipresent.



NORTH BAY
"The Gateway to Northern Ontario"



*Their Home on
High Rocks
Overlooking
Wonderful Country*



*Boating is Popular
in the
North Bay District*



*A
Roadside Stop
in the Woods*

While the district is a favourite one for camping parties, three first-class hotels—one, the Ronnocco, right at the T. & N. O. station—provide comfort for the casual visitor. The others, Wabi-Kon Camp and Camp Acouchiching, are on Obabika and Lady Evelyn Lakes.

One may live in the Temagami district for a month if he wishes and see no one but those from whom he procures his supplies. On the other hand guides as well as supplies for any kind of outing are procurable at either of the hotels.

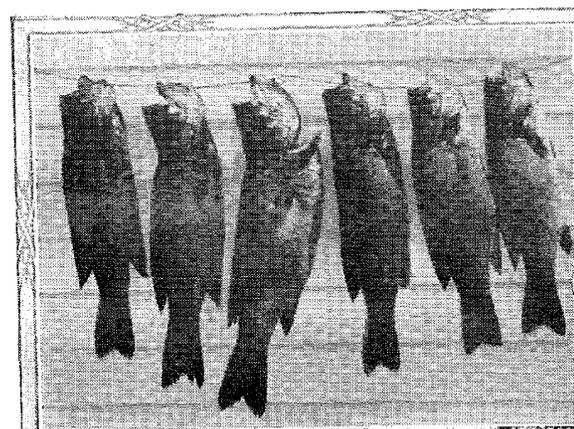
Into the Mining Region

Thirty miles above Temagami Station the name Cobalt recalls the great silver strikes of a dozen years ago and a visit to this typical mining town reveals the plants of the mines still in operation. Haileybury and New Liskeard, market towns, are prettily situated on Lake Temiscaming. It is interesting to note here that Lake Temiscaming is really an extension of the Ottawa River which finds its mouth at the eastern boundary of the Province, at least four hundred miles southeast.

Branches of the Ontario Government railway, the Temiscaming and Northern Ontario—note the appropriateness of the name—have been built as development of the mining districts required, into several of these sections and thus afford a comfortable means of reaching these interesting points. The most southerly of these branches runs from Cobalt to South Lorain, a district which is not far distant from the Rouyn gold field, in which startling discoveries were made a few months ago and which is now in course of early development. The next branch runs from Earlton to Kerr Lake, and, perhaps the most noted, from Porquois Junction into the Porcupine district, with terminus at Timmins. The Hollinger Mine at Timmins, probably the greatest present gold producer in the world, is a point of much interest. Another short branch to the east reaches Iroquois Falls, where a huge pulpwood plant is in operation.

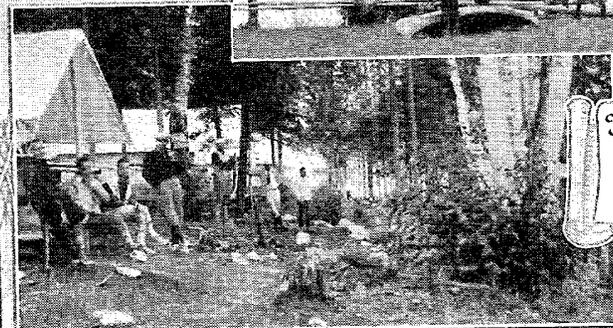
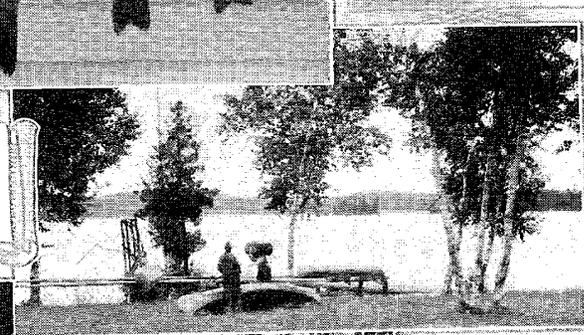
Cochrane, where the T. & N. O. meets the National Transcontinental line, and which, by the way, is quite 500 miles north of Toronto, is an outfitting centre for a remarkable sporting district. Forty miles east, for instance, Lake Abitibi, right on the border of the Province of Quebec, has been known to the surveyor and trapper for years, but is as yet undiscovered by the tourist. It need only be imagined what fishing and hunting exist in this absolutely virgin district.

And then for seven hundred miles due westward along the line of the Transcontinental, right across the north of the Province, is a huge territory, again with an abundance of lakes and rivers, many of these latter emptying into the northern watershed of James Bay, a good section of which has not even been surveyed. Pioneer souls who venture up into this "New North," to hunt, paddle or fish, come home with stories of the land and its natural wonders which it is often difficult to credit. It is assured that in a few years, so readily accessible as it is, it will be a Mecca for hundreds who long to get away for the time being from civilization. At hundreds of points now one steps from the train to find himself in a wilderness. The Hudson Bay Company was naturally the first concern in the district and their trading posts are still maintained in strategic sections. Accommodation, outfitting and guides are provided at these and hundreds of other points in the district. Detail mention of the glories of this huge northland is impossible here. A booklet, "Where to Fish, Hunt and Paddle in the New North," however, which may be had from any central agent of the Canadian National Railways, describes the district comprehensively and thoroughly. To the hunter and fisherman looking for absolutely new country it offers a very much out-of-the-ordinary opportunity.



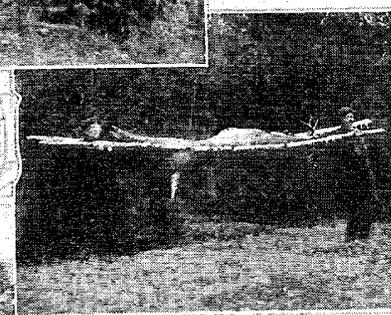
*These fish were photographed on 4" Clap boards
Imagine their actual size*

Looking over Lake Temagami



Men's Camp in the Temagami Region

A Real Beauty from the Temagami Region ~ weight 286 lbs

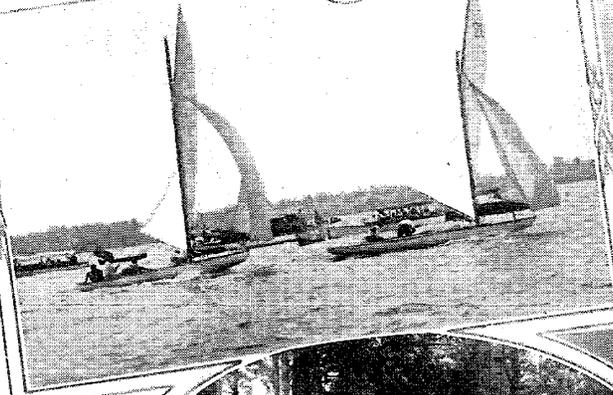


A Happy Crowd at New Liskeard Beach

The LIFE YOU HOPE TO LIVE ~ in ONTARIO, CANADA

"The World's most favored Vacation Land"

Chemong Lake
near Peterborough

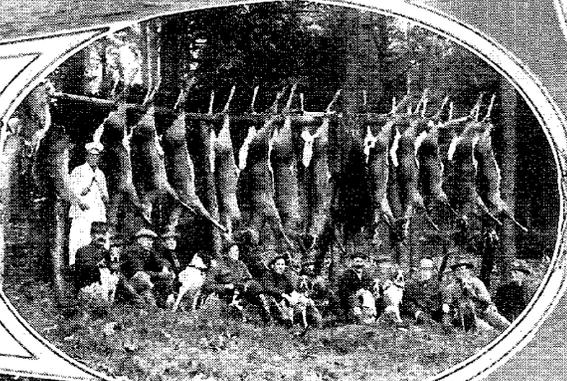


"Afternoon Tea"
Lake of the Woods

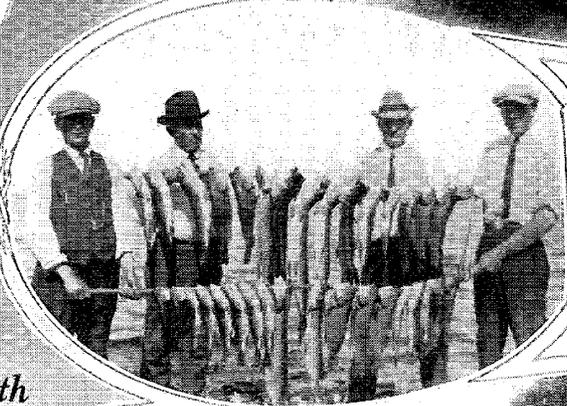


A Typical
Nipigon Scene

Ontario
Prizes
worth
Considering



One Day's
Catch
near
Fenelon
Falls



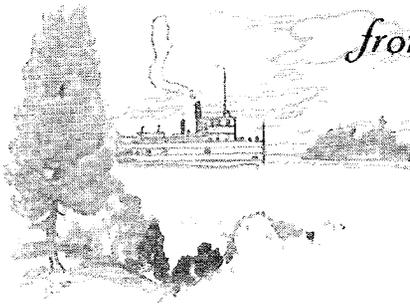
Whatever
your Vacation Plan—
whether it be to Commune with
Nature unspoiled: to live in
luxury amid cooling breezes
in modern resorts: to gain
finny bounty with rod and reel:
to explore picturesque new country
over good roads in your motor; or
simply to rest and glory in new
health—Ontario offers enjoyment
possibilities to the
utmost.

Park Road Leading to
Grimsby Beach and Lake Ontario



An Ontario Highway





*from Sault Ste. Marie
to Port Arthur,
Nipigon,
Kenora and
Lake-of-the-Woods*

In latter days when the American traveller or pioneer has looked for new country or new interest he has turned to the west. And this truism may very properly be applied to the Province of Ontario. Of course there has been a movement toward western Canada for three or four decades, as there has been in the United States, but for several good reasons, until just a few years ago, the great northwestern section of Ontario was looked upon, with the exception of a few points, as a vast unknown hinterland. Such a condition cannot, however, be said to prevail longer, for to-day the people of neighbouring cities and districts and thousands of tourists are revelling in the delights of this wonderful new land, which with all its delights of climate and scenery, combines the advantages to the sportsman—and we are all such at heart—of an abundance of fish and game and thrill which are not met with elsewhere on the continent. The country is newly-born as it were—free and fresh and glorious. And as such it well deserves acquaintance.

The motorist in the mid-western states, for instance, will find a new interest in working his way up through Wisconsin or northern Michigan to Sault Ste. Marie and thence eastward through a mining district to North Bay, described in the previous section. This route was taken by the Michigan Pikes Association in 1922. The Pikers came, with a cavalcade of cars and trucks, prepared for trouble. They came through, ahead of schedule, surprised at the excellence of the roads. They are even better to-day and now many a tourist as well as abundant local traffic passes east and west through this district.

Sault Ste. Marie itself, an industrial city of 22,000, is, like its American neighbour of the same name, on the canal which carries the stream of great lakes traffic between Lakes Huron and Superior. In the season of navigation this is probably the world's busiest waterway and consequently attracts the deep interest to the tourist which always attends the marine. If one is interested in steel or pulp and paper industries, these too may be studied in this centre.

The country westward, above the Superior shore, is easily reached by rail but as yet, owing to the sparse population and the natural roughness, motor roads have not been developed. A pleasing break in the motor tour is made, however, by shipping the car for the Lake Superior trip on one of the splendid passenger steamers which pass the Sault daily. Canadians touring westward who desire to drive through, accomplish this portion of the journey in the United States, through sections of Michigan, Wisconsin and Minnesota, to Duluth. Here the roadways from the western states north converge and the traveller is carried across the Canadian border and into the "Twin Cities" of Port Arthur and Fort William over the Scott Highway, an excellent piece of roadway.

The entrance by steamer to the joint harbour of the cities is notable. Coming in from the inevitable coolness of Lake Superior's great expanse, past a series of islands,



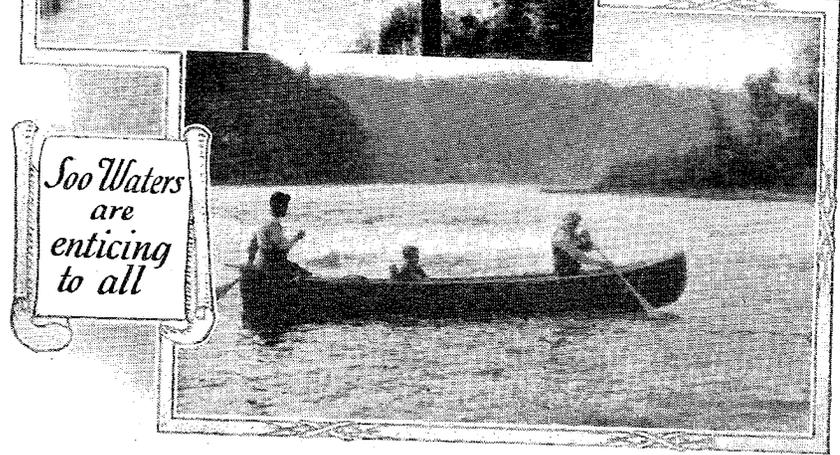
*Section of
Great
Northern
Highway,
near the Soo*



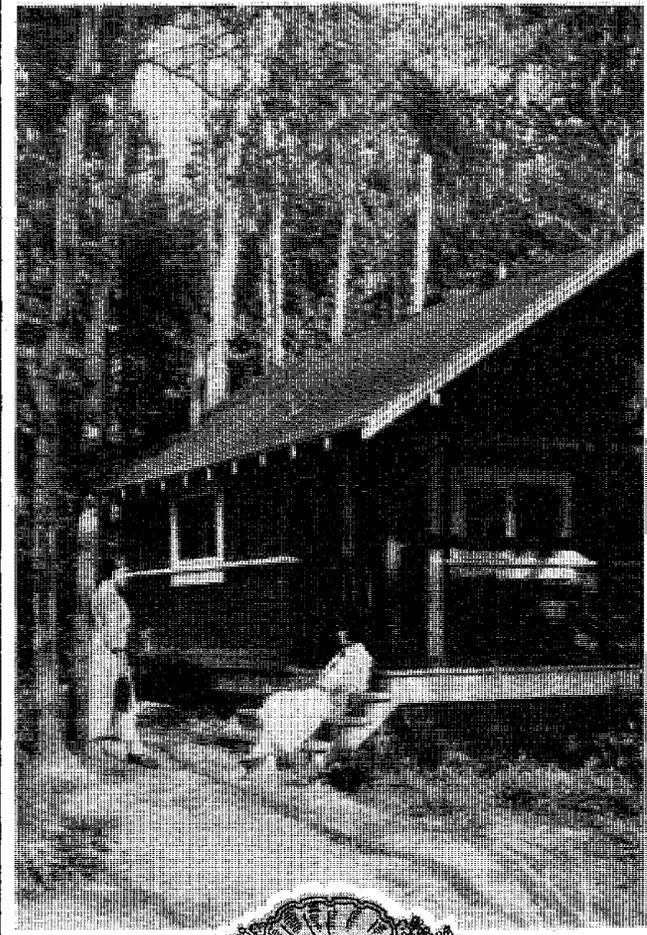
*Handsome
Trophies, from
the Soo District*



*Trout Lake,
Sault Ste. Marie*

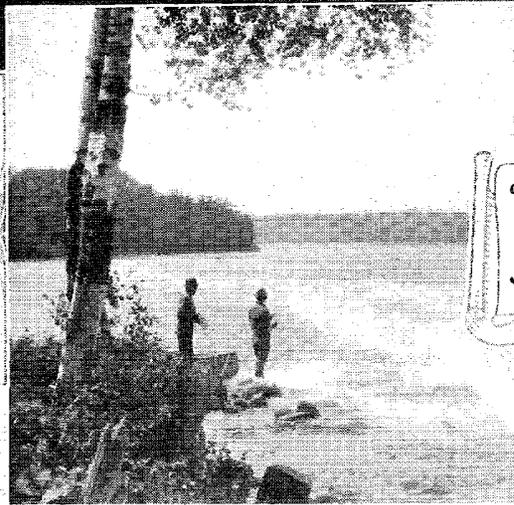


*Soo Waters
are
enticing
to all*

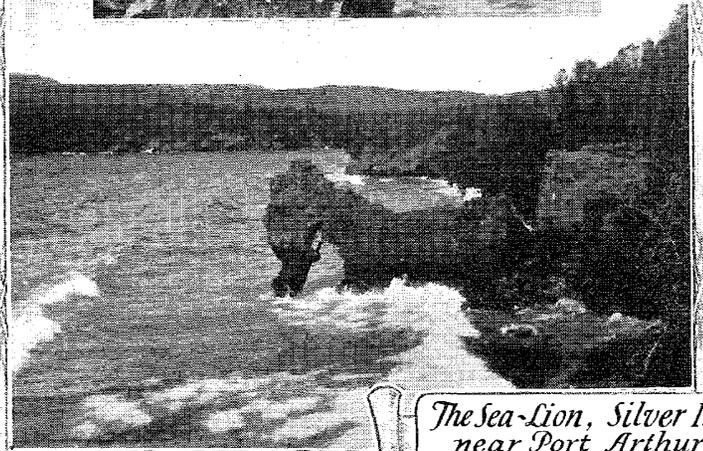


*To Enjoy Nature's
Gifts, you must
Live within them*

*International Bridge on Scott Highway
Port Arthur to Duluth*



*Wonderland
for the
Sportsman*



*The Sea-Lion, Silver Islet
near Port Arthur*

around which centre legend and history, the thirty-three giant elevators of the "wheat funnel of the world" come into view. When one learns that these plants have a capacity of sixty-five million bushels and that upwards of 380 million bushels passed through their bins last season the aptness of the term is appreciated. Both cities have natural attractions, with unusually good hotel accommodation and a fine golf course. Dry-dock and ship-building plants interest the visitor with an outlook for the constructive. Kakabeka Falls, a source of hydro power for the city and a beauty spot worth a visit, is just a few miles distant by rail or motor.

But it is the natural beauties of adjacent districts which cause most comment. Go where you will from the Twin Cities and you find swift mountain streams rushing and leaping their way downward to Lake Superior. Many of these find their source in inland lakes which in turn are fed by myriad other streams. And in this district the fish and game are, to say the least, most plentiful.

The Nipigon—Lake, River and District, 105 miles east of Port Arthur—is the outstanding example of this. Here in another Government preserve, if anywhere, Nature has been prodigal. Really the sixth of the Great Lakes of the St. Lawrence chain, since the outflowing river is one of the main feeders of Lake Superior, with a shore line of 810 miles, its deep, superbly clear, cool water, fed by innumerable springs and streams from the north, with its multitude of islands and almost unbroken surrounding forest, make it a veritable virgin paradise.

Beyond other delights, however, two features are outstanding at Nipigon. Other fish indigenous to the north are well in evidence, but these fade by comparison with the giant speckled trout of the district. Think of it, trout averaging from four to fourteen and a half pounds, taken on a fly whiffed on light tackle from a canoe! When you come to this district to fish bring a camera if you wish your veracity to remain unchallenged afterward. Local guides declare that while the Nipigon has been fished for some time, it shows no signs of depletion and can never be fished out. The opportunity offers.

In speaking of "white water," comes another Nipigon characteristic. Imagine dropping 250 feet in forty miles in a series of dizzy rushes through narrow gorges, interspersed with placid stretches dignified as lakes, with Indian guides from a nearby reservation manning one's canoe, and then returning in luxury by rail to partake of dinner in a modern resort camp amid unusual natural beauty. There's a day for you!

Or fancy going off in a small party of two or four in canoes and with the requisite Indian guides and supplies to spend ten days "doing" the Nipigon district! Even then one will not have exhausted an iota of its possibilities.

Quetico Park

Another of the Provincial Government's forest and lake preserves, Quetico Park, lies a short distance westerly from the Twin Cities, its 3,000 square miles of area hugging the southerly line of the Canadian National Railway and hence most easily reached. This also is a district of stream and lake and forest and naturally, since it has never been invaded by man destructively, is literally alive with wild life of all descriptions. Of course, as in the other preserves, shooting is prohibited, but no such restriction applies to the fishing which is excellent and which yields a variety of species, particularly of trout and sturgeon. The government is represented in the Park with headquarters at French Lake, from which centre trips through the area may be made with rather more security than usual in these new regions, since a series of trails have been cut by way of guidance. Huts at different points provide for shelter when necessary. The park rangers, who are continually on patrol, are helpful in suggesting the best fishing grounds or in outlining canoe trips. Quetico is a spot for the real out-of-doors lover, for the man or woman who wants to forget cities and streets and factories and all the nerve-wracking experiences which go with them, for the time.



Kenora and Lake of the Woods

Fancy a resort, a whole district, indeed, in the heart of the wilds of the north-west, yet with a thriving town in its centre and with three transcontinental trains each way a day as well as local service. From the Twin Cities at the head of Lake Superior, to Winnipeg, the Canadian Pacific traverses a primeval district, uncultivated, with a profusion of lakes and rivers, for about 400 miles. Slightly more than half way the line passes Kenora, a town of sixty-five hundred, in the centre of the Lake of the Woods district. Known for some time for its flour mills and its commercial fish business—the adjacent Lake furnishes an abundance of whitefish—it has in the last few years flourished as a tourist centre, making travellers at home within its own borders and serving as a centre for holiday districts surrounding. Its location in proximity to the City of Winnipeg with whose people the district is popular, accounts for the summer cottages, bungalows and tented camps found at intervals on the various arms of the nearly two thousand square miles of the Lake of the Woods. Market-gardening and dairying are carried on extensively in the neighbourhood of the town, thus assuring an abundance of supplies for the influx of summer visitors. A nine-hole golf course, reached by motor boat or road from Kenora, is another appreciated feature.

And the Lake of the Woods, also, is ready for the amateur fisherman with a plentiful supply of small-mouthed black bass, pickerel, pike, salmon trout, lake trout and the tiger of inland waters, the "musky."

The black bass in the district are notable for their size and gaminess. Two or three specimens are shown in the accompanying engraving and when it is noted that these are typical, not at all unusual, it may be judged what joys await the bass fisherman in the district.

A first-class hotel, aptly named "The Tourist," right in the town, affords good accommodation and a bungalow camp at Devil's Gap, twenty minutes by launch from the railway, gives the comfort accompanied by informality which is particularly satisfying to many.

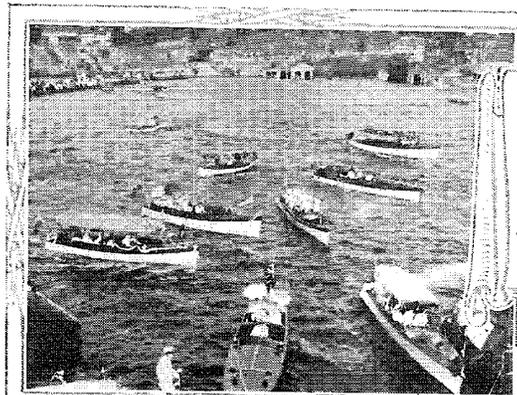
The scenery of the Lake of the Woods district may be judged from the photographs presented on the opposite page. With Kenora conveniently at hand one is always readily in touch with all the comforts of civilization but yet in a few minutes by launch or even by skiff or canoe one may get away near to Nature's heart in the midst of restful seclusion.

Minaki

At Minaki, just above the Lake of the Woods district, one steps from a fully-equipped transcontinental express into wild beauty with all the thrill and adventure of canoe and rod and gun right at hand, and then turns to enjoy all the comforts of civilization in an inn or a lodge conducted by the railway. The Indian name "Mee-naw-kee"—the beautiful country—is, as is usual with such cognomens, most appropriately applied. And here, too, is historic interest since Verendrye, the intrepid Frenchman, is said to have followed the water-courses of the district in his search for the western sea, as Wolseley did again fifty-five years ago in taking a little army to the plains during the Riel rebellion. One may wander at will through the same waters on fascinating canoe trips or alternate this with joyous days whipping the many waters with assurance of finest sport.

Minaki Lodge and the Inn are the centre of the activities for the district and supply the best of accommodation with the touch of luxury so much appreciated even in the wilds. Latterly the resort has been open the year round and is becoming noted for winter sports, its dry and invigorating climate lending itself to this splendidly and assuring comfort in all seasons.

Minaki is just on the border between Ontario and Manitoba and hence the march of description westward must cease here.



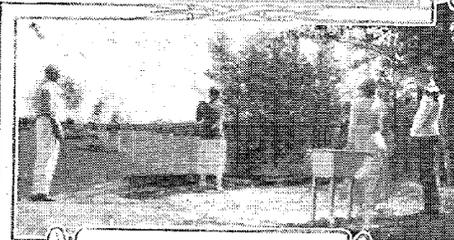
Motor Boats
attending
a Regatta
Lake-of-the-Woods
Kenora

Ready for
the Portage



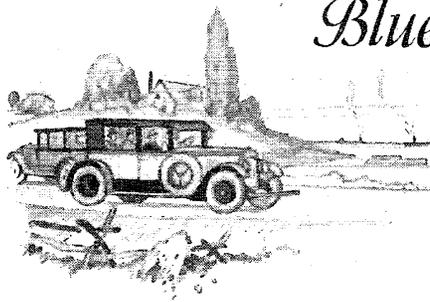
Black Bass from Kenora
and Note the Size

The Home of the
Finest Fighting Bass



Golf and Pure Air
at Kenora





Blue Water Highway, Lake Huron from Sarnia to Southampton and District

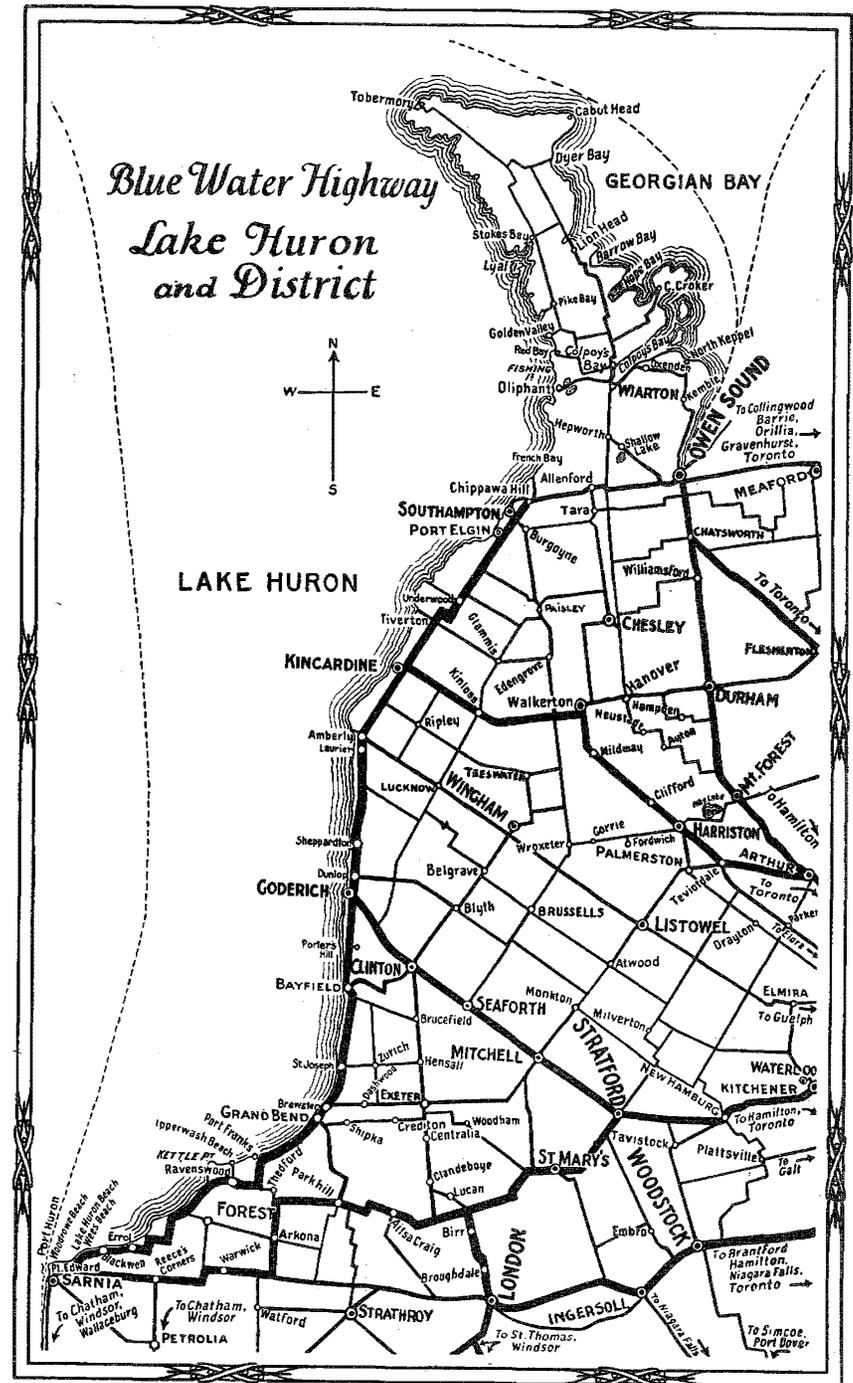
"Blue Water!" A highly-intriguing name, isn't it? And yet not at all more so than the actual district it suggests, which contains a score of holiday resorts so contiguous to towns and cities that the utmost of convenience and comfort is assured. The name comes originally from the waters of glorious Lake Huron. It is used to designate a highway in Michigan, across the lake, as well as the one in Ontario. Incidentally the Ontario highway of the name is sponsored by an association of the same name with offices in Sarnia.

Tourists coming through northern Michigan, Illinois or Ohio may well use this highway, not only to see the district surrounding Lake Huron, splendid in itself, but also as a route to the great resorts of Northern Ontario previously described. The United States' roads in the district focus on Port Huron. An excellent ferry service provides for the crossing of the St. Clair, where some idea of the blue water is obtained, to Sarnia.

Sarnia has a deal of ancient as well as modern interest. One of the oldest communities in Ontario, its history dates from the coming of La Roche Daillon, the first white man, in 1627. To-day it has large salt industries and from its oil refineries comes the greater part of the gasoline used in western and central Ontario. Sarnia, or rather Point Edward, a suburb, is the eastern terminus for the steamers of the Northern Navigation Company, running to the head of the Lakes at Fort William and Port Arthur and on to Duluth. One's car may be shipped here for this long lake trip, to proceed westward from the head of the lakes ports. But the immediate neighbourhood also calls.

Leaving the city, the Blue Water Highway leads along the river, one of the world's busiest waterways, toward Lake Huron, and adjacent to a pleasant lakeside playground in the city's suburbs, then is drawn inland to Forest. At Kettle Point, a picturesque spot on the lake adjacent, camping ground is available. Twenty miles further the road passes Grand Bend, a democratic summer resort, noted specially for its beach. Here, as at other Lake Huron points, the sand stretch is wide and of a gentle slope, besides being clear of pebbles, conditions which make bathing a delight. At Bayfield, a hamlet with an enlarged summer population, more camping ground is available.

Coderich, a town of 4,200, offers several attractions. Here the cliff shore rises a hundred feet or more above the lake level, assuring breezes from the sweep across the whole lake expanse, and gorgeous sunsets. A large summer hotel admirably situated assures first-class accommodation. A local motor camp near the centre of the town is a recent provision. With a park in the centre and its streets radiating therefrom, Coderich is an unusually pretty town. A golf course adds interest, as also do the freighters from the western ports and the picturesque fishing tugs constantly in the harbour.



The highway continues almost constantly within sight of the blue Lake, reaching Kincardine, another pretty town with a pleasing lakeside park and a motor camp also adjacent to the Lake. Port Elgin, twenty-five miles north, and Southampton, five miles from it, both have their quota of summer visitors, these coming from various United States points as well as from the towns and cities of the Province.

From Southampton the highway turns eastward, crossing Bruce Peninsula to Owen Sound, and thence along the shore of Georgian Bay and twenty miles or so inland to meet the roadway already described to the northern resorts at Barrie or Orillia.

From any one of the larger towns described provincial trunk roads run east and south, tapping the great farming and industrial section of Western Central Ontario and reaching the Cities of Stratford, London, Woodstock, Brantford, Galt, Kitchener, Guelph and Hamilton, each of which has special attractions of its own.

The Southern Highway

If, on the other hand, the tourist from the central northern states wishes to drive to Niagara, Toronto or the eastern section of the Province, the Detroit River will be crossed from Detroit to Windsor, which, like its American neighbour, is a centre of the automobile industry. From Windsor there is a choice of two routes, both over provincial highways, one traversing the middle of the peninsula through Tilbury, an oil centre, and Chatham, at the head of navigation on the Thames, a market and manufacturing city, and on to London.

The other route, slightly longer, but rather more picturesque, is sponsored by the Southern Tourist Association. After cutting across the head of the peninsula it follows for a hundred miles the outline of the Lake Erie shore, and touches or runs adjacent to a score of resorts and points of interest. At Kingsville, for instance, just a mile or two from the main highway, where a summer colony of Detroit people is rapidly developing, is the bird sanctuary of Jack Miner, who has tagged and tamed more wild ducks and geese than any other living man and whose ponds, particularly in the migrating season, are the haunt of tens of thousands of wild fowl. Leamington, a few miles east, is the centre of a fruit and vegetable growing district and has large packing plants. On the lake adjacent to Cedar Springs is Rondeau Park, a government wooded reserve where stately avenues of trees give welcome shade and pleasing vistas of the lake. An hour's drive further and the roadway takes on significant historic interest since it traverses what is familiarly known as the Talbot Settlement, one of the earliest settled sections of the Province, peopled by a group of pioneers brought in from England in 1809. A jog in the highway to the south brings the visitor to an interesting example of civic improvement in the famed "Flower City," St. Thomas.

St. Thomas and London people, as well as visitors from a distance, summer at Port Stanley, a pleasing resort on Lake Erie from which steamer connection is made with Cleveland, directly across the lake. For years Port Stanley has been a fishing centre, as are also Port Bruce and Port Burwell, lakeside hamlets in the same neighbourhood, both of which have their quota of summer visitors.

From St. Thomas the main highway passes inland through Aylmer, a dairy centre, Tillsonburg and Simcoe, manufacturing towns, and continues through the Niagara Peninsula, previously described, or turns northeast to Hamilton, from which Toronto and the northern and eastern resorts are reached. Adjacent to Simcoe, on the Erie shore, are Port Rowan and Port Dover, fishing villages and summer resorts, quiet spots with a particularly restful atmosphere. The streams and also the lake waters of this district offer good opportunities for the fisherman.

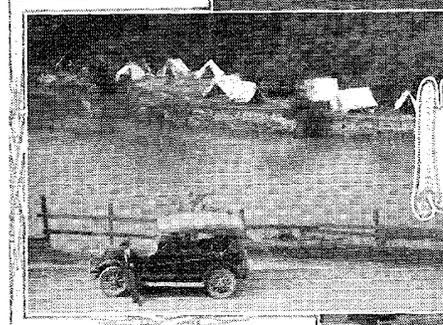
There are many attractions in the Lake Erie district but there are still others in Eastern Ontario which merit a share of your attention.



*Bathing Beach at
Port Stanley*



*Kincardine
Ont.
Piers and
Beach*



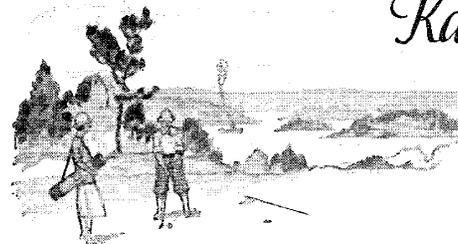
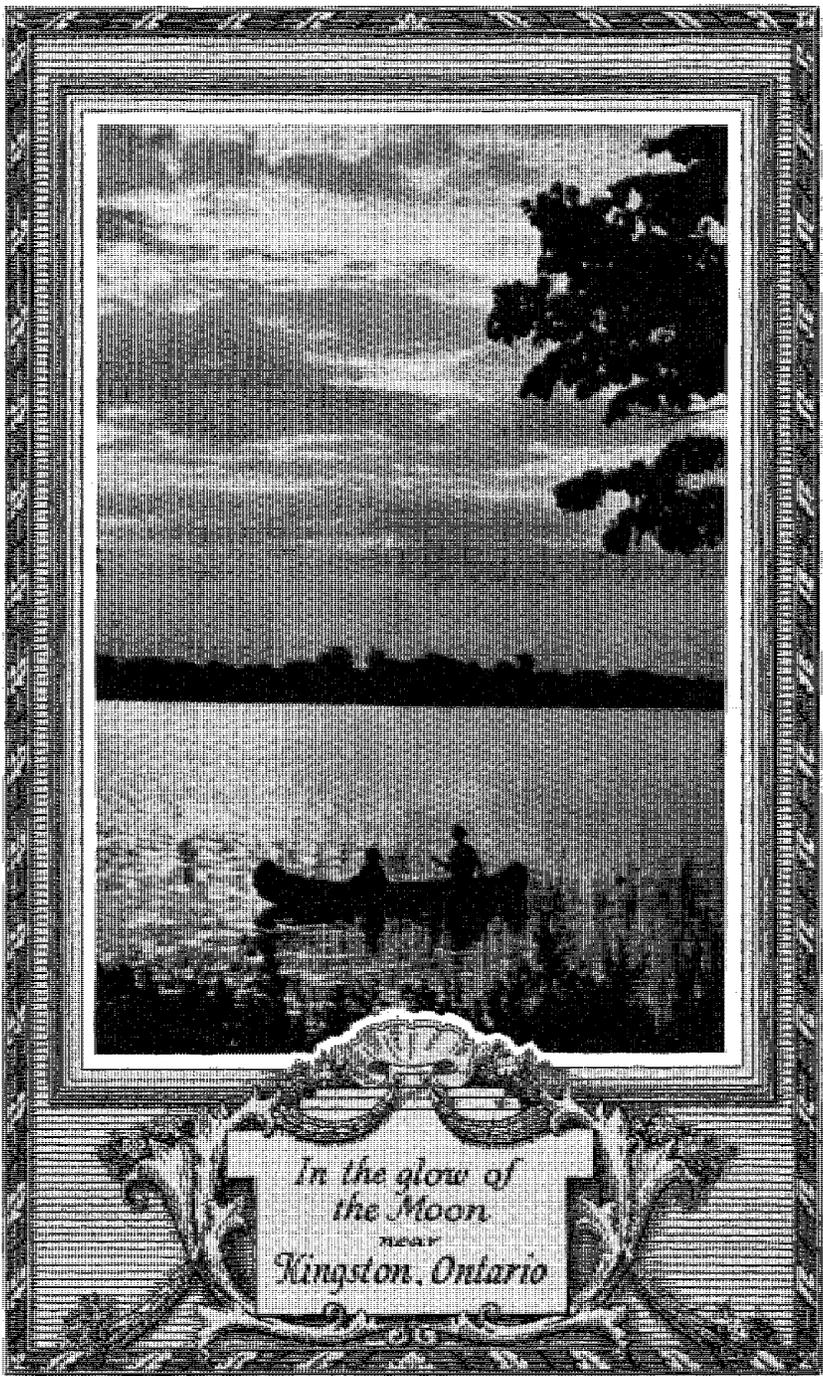
*A Home for Campers
near Tillsonburg, Ontario*



*Part of the Park System
City of Stratford*



*Lake Huron
near
Sarnia, on the
Blue Water Route*



Kawartha Lakes, Rideau Lakes, 1000 Islands and District

To the north, to the west, the province has revealed glories, beauties and opportunities for happy holidaying in profusion. But turning to the east we find new features, new opportunities for enjoyment, new interest.

While the eastern section of the Province, on the shore of Lake Ontario and along the St. Lawrence, was one of the earliest settled districts and the towns to-day are largely industrial centres, the country from thirty miles or so north of the southern border remains sparsely settled and, being of the same character as other parts of the Province, blessed with lakes and rivers galore and with thousands of acres of still untouched wooded sections, it presents hundreds of delightful spots to suit the tastes of hunter, fisherman, yachtsman, canoeist, or simply the good-time seeker. Two lines of railway serve nearly every point of consequence in the district. Lake steamers touch at lakeshore and river points. And motor roads, with few exceptions thoroughly satisfactory, network the whole section. As the other parts of the Province, its resorts are easy to get to.

Motoring east from Toronto, over rolling hills in the middle of splendid farm land and with glimpses of the blue waters of Lake Ontario to the right, one passes several small towns with an old-fashioned flavour. Whitby, at twenty-eight miles, has a row of summer cottages on its lake front, as has Oshawa, Ontario's most recently constituted city, thriving by reason of several motor and allied industries. Port Hope, at sixty-two miles, is another manufacturing point; and at Cobourg, nine miles further on, the summer homes of wealthy Americans, with whom the town is a popular resort, are much in evidence. At mileage 113, Belleville, which does not belie its name, lies on the shore of the Bay of Quinte. Just a few miles inland from these centres is the first chain of lakes of the east, the Kawarthas.

The Indian name, "Bright Waters and Happy Lands," again is significant. Various points on the Kawarthas are reached by rail. By motor there is also a choice of routes. Leaving the Kingston Road, which follows the Lake Ontario shore at Whitby, or Oshawa, however, half an hour brings one to Port Perry on Lake Scugog, where people from Toronto and adjacent towns summer democratically and where 'lunge, black bass and perch are still taken in satisfying measure. Here one may choose to drive into Lindsay, a good-sized town in the heart of the Kawartha system, or Peterborough, a thriving city on the Otonabee River between two of the lakes. Or if he prefers to see the whole Kawartha chain he drives north through a rather wild section to Coboconk, back alongside Balsam lake to Fenelon Falls, picturesque with a lock of the Trent canal between Cameron and Sturgeon Lakes and over the hills to Bobcaygeon, on Pigeon Lake. From Bobcaygeon the drive runs to Lindsay or Peterborough, or staying on the north side of the lakes, to Hall's Bridge, on Buckhorn Lake. Turning south again, the roadway passes Katchewanooka Lake, an outlet of Stony Lake, through Lakefield, where canoes are manufactured, and on through Peterborough to Rice Lake, the last of the chain. This last Lake is drained by the Trent, with a mouth emptying into the Bay of Quinte at Trenton. The chain of fourteen lakes

aggregates one hundred and fifty miles in length and quite twenty times that in shore line. While the motor roads afford an excellent idea of the district, a trip by steamer through the chain will reveal new beauties. Although not distant from Lake Ontario, as we have noted, the lakes are six hundred feet above it and thus enjoy most healthful climatic conditions. For the canoeist or skiff-sailor the Kawartha chain is ideal, since, while they afford glorious scenery and the joys of discovery in new passageways among the islands, one is never at any great distance from a hotel or camp. While the water is kept beautifully clean by the current, the lake expanses are not large enough to become dangerously rough. A launch trip through the Trent System from Georgian Bay or Lake Simcoe through the lakes of the series and down the Trent to Lake Ontario is in itself a holiday to be long remembered. The fisherman, too, finds joy in bass, maskinonge and salmon trout, which are fairly plentiful in the larger lakes. Speckled trout are abundant in some of the smaller waters adjacent to the lakes named.

A feature of the Kawartha section that does not pertain in more distant resorts is that the lakes are surrounded by splendid farming country which, naturally, forms a ready base of supplies for hotel and camper. Fresh food has a good deal to do with the pleasures of one's holiday, particularly in the summer season.

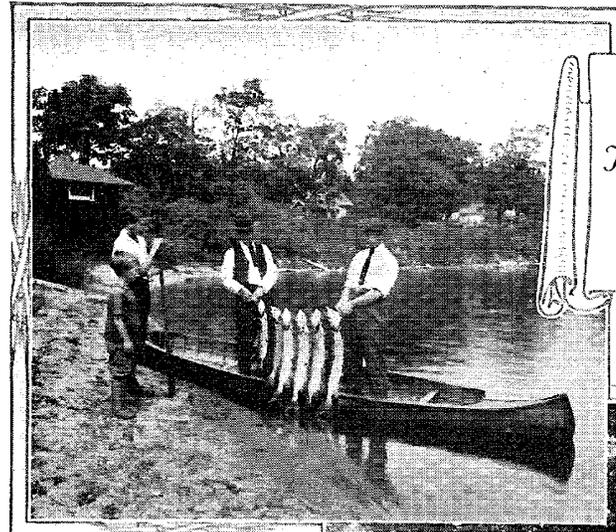
Between the Kawartha district and Algonquin Park, in the north, lies the Haliburton region, a sparsely-settled section also of lake and stream and forest, which offers wonderful possibilities to the angler or hunter who is prepared to rough it a bit. The northern section of Hastings County, east of this, is enriched with minerals of varying value, several of the villages in the section being based on mining activity.

Bon Echo

Passing eastward again, one comes into what is sometimes termed the Frontenac Highlands, which, except for occasional roads winding over the hills, through the valleys and around the lakes, presents great tracts which are the same to-day as when the first settlers came into the country. A splendid road northeastward from Belleville brings one in half a day's driving to the middle of this district and to a comparatively new resort, Bon Echo, which is rapidly becoming popular. Here, within a district of fifteen miles, centering on upper and lower lakes Mazinawe, are seventy lakes which are literally gems of beauty. In the centre, the feature of the section, the Bon Echo rock, a granite cliff two miles long, towers precipitately 400 feet up into the blue, a majestic sentinel of Nature. An inn, combining living and dining accommodations, with a series of cottages for those who prefer family privacy, is the centre of life in the district. Fishing is thoroughly satisfying in the lakes and streams surrounding them. Canoe trips through the many lakes and streams are a delight and the beauty of the whole region is such as to make invariable devotees of the visitors.

Belleville is a pretty city on the Bay of Quinte at the mouth of the Moira, one of the rivers which drain the smaller lake section of the Hastings hinterland. An interesting side trip which may be taken here carries one across the Bay of Quinte on a long bridge into the county of Prince Edward, a peninsula lying well out in Lake Ontario. Picturesque in its outline, Prince Edward presents an area of splendid agricultural land, where fine farm homes and prosperous market villages are in evidence. Near Picton, the county town, on a long arm of the Bay, is a rather remarkable spot, Glenora, the lake-on-the-mountain, where a charming little body of water, without apparent inlet, nestles on the very edge of a hundred foot cliff. A few miles further north the Sand Banks show an interesting government experiment in which the planting of trees has been effective in stopping the serious encroachment of the sand on the farm lands.

From Belleville the road passes east, escaping the deeply-indented shore of the Bay of Quinte, to Kingston, a fine city of 22,000, with strong historic and present-day



*A fine
Catch, at
Kawartha
Lakes,
Ontario*



*A
Front Door View
at
Kawartha Lakes
Ontario*



*Opinicon
Lake,
Rideau Lakes
Ontario*

interest. Another pleasing approach may be made by steamer or launch down the scenic reaches of the Bay of Quinte. Here interesting-looking spots at intervals on either shore offer allurements to break the journey. A mile below Belleville at Massassaga Park, black bass, perch and 'lunge are taken in good numbers. Further down is Glen Island, a comfortable cottage summer resort. Up another reach of the deep-serrated bay is Deseronto, at one time a centre of the lumber industry. The lower reaches of the bay, with green-covered banks rising here and there to appreciable heights and with tiny harbours revealing themselves unexpectedly at irregular intervals, are reminiscent of some old-world scenery. Prinyer's Cove, in this district, is the site of frequent regattas participated in by Canadian and United States yachtsmen.

The name given to the county, Frontenac, finds its *raison d'être* here, for the city stands on the site of Fort Frontenac, built in 1673. Evidences of the old, stern days are still to be found in quaint stone towers and buildings in the city and suburbs, but otherwise Kingston is essentially modern, as is borne out by the fact that its manufactured products run to \$10,000,000 per year. In contrast with this is the educational strength of the city. It is the site of Queen's University, whose students have deeply etched the influence of the institution on various phases of Canadian life, and also of the Royal Military College, a training school similar to that at West Point.

But in addition to its local interest, Kingston offers special advantages to the tourist in that it is a centre for delightful trips through a district north and east and west. Just a few miles north, for instance, reached by good motor roads, by rail, by canoe or launch up the river of the same name, is the Rideau chain of lakes, which rival in beauty and attraction those already described in the west of the Province and which bring hundreds of United States visitors either for the charm and restfulness of the district or for the angling joys it offers in high measure, every year. The several lakes, joined by a network of streams, are traversed by a canal, at one time a busy waterway, but now, with the growth of motor traffic, used only by small craft, which is carried beyond the lakes by river and cutting to Ottawa, the capital city of Canada. The main roadway follows in a general way the route of the canal, skirting Dog Lake, Cranberry Lake, Whitefish Lake, Newboro Lake, Rideau Lake, Otter Lake and on to Ottawa via Smith's Falls. The most charming scenery, however, lies off this highway and rather on the lesser roads running from it. Opinicon Lake, Chaffey's Locks, Newboro and Westport are some of the centres well worth visiting. And if one returns by motor he may choose other roadways and fringe still another series of lakes, the Upper and Lower Beverley chain, noted for splendid bass fishing. Still another series offering special delights to the angler lies to the westward and tapping at Sharbot Lake, a village on the largest of the chain, the entrance into a very fine fishing and hunting country.

Perth, on the main line of the C.P.R., is the centre of another district famous for its fishing and hunting.

The Thousand Islands

Probably the best-known trip from Kingston, however, is that through the Thousand Islands and down the rapids of the St. Lawrence. The motor roads along the river are good and afford glances of its beauties, but it must be noted that the scenery of the river is much more satisfactorily viewed from the river itself.

Leaving Kingston harbour, the steamer comes in a few minutes into the region of island beauty which never fails to stir even the most blase. The islands vary in size and in character, some being mere rocky uprisings and others of many acres.

Some are cultivated, others are heavily wooded. But in all, Nature's splendid handiwork is strongly in evidence. Many summer homes dot the islands and these also are varied in character, from the humble cabin on through all degrees to the Rhine-like castle of the millionaire. During the season the central section of the Islands is full of life with the moving of launches, yachts and steamers. The evenings present particular attraction.

The regular river steamers give an excellent view of the islands but since they traverse only the main channels the delightful little byways of water, rock and islet are not generally seen. There are various trips run through the whole island district from the larger hotels, however, either by local steamer or launch, which reveal all the beauties and which are worth a day's stop over to enjoy.

Gananoque, in one of the most beautiful sections of the island scenery, is a very popular resort. First-class hotels, a golf links giving views of River and Islands, and a riverside motor camp, are attractions for the tourist. On the opposite side of the river on the American shore, is Clayton, New York, on which several of the state highways converge.

Coming through the beauties of the Islands into the broad reach of the River its noble proportions are evident at Brockville, a city of 10,000. At Prescott, twenty miles further east, the traveller leaves the lake steamers for special Rapids boats. The main highways from the Adirondack and Champlain district centre on Ogdensburg, directly across the river from Prescott and here, as also from Cape Vincent to Kingston, and from Clayton to Gananoque, the tourist's car may be conveniently brought into Canada by ferry.

The St. Lawrence Rapids

Below Prescott the rapid fall of the River becomes noticeable in increasing swiftness of the current, though the first recognized stretch of rapid is met at Cardinal. A real thrill comes with the passing of the Galops above Iroquois, with a descent of sixteen feet in a mile or so. Another short run of rapid, the Des Plats, is evident near Morrisburg. But the real excitement and thrill of the trip accompanies the passage of the famous and historic Long Sault, where, as the river drops forty-eight feet in a few miles, the mighty stream carrying the drainage of the whole Great Lakes watershed is forced through a comparatively narrow channel blocked here and there with rocky and wooded islands. At several points the passenger feels the steamer sink beneath him like a fast passenger elevator. At another he notes the vibration of the whole craft as it is whirled to one side to escape an upcropping ledge. With all this is the picturesque beauty of the passing scenery as the channel with its rushing, boiling waters leads around sharp bends and past the varied shores of the islands. It has frequently been said that there is no other trip in America which combines the same excitement and enjoyment with equal assurance of safety.

One's first passage of the rapids brings a thrill which is an entirely new experience. At one moment the steamer seems to be in the grasp of a monster hand which is hurling it to certain destruction. And then, by dexterous steering into a current leading at a different angle, the craft is seen to be well under control and to be utilizing the rushes of the river to add to its own speed.

Coming out of the Rapids into a more placid section of the River the steamer stops at Cornwall, an industrial town, notable for its paper manufactories. And from Cornwall on through the remainder of the Province it is widened into Lake St. Francis. The mainland district adjacent to this section of the River and extending to the Province

of Quebec will be familiar to many readers of Ralph Connor's novels as the Glengarry country.

From the Quebec border the motor journey may be conveniently continued to Montreal. And likewise, if entry has been made from the United States at the Quebec Capital, the highways described in this section may be followed west to the various Ontario resorts. It is suggested, however, that the motor tourist in either direction will do well to turn northward at Prescott for a visit to Ottawa, the Canadian Capital and the site of the buildings and administration of the Federal Parliament.

If the westbound tourist wishes a touch of the unusual he may, instead of coming west to Prescott, turn north at Vaudreuil, and passing through a distinctly French agricultural section, enter the Province of Ontario at Point Fortune, and following more or less closely the banks of the Ottawa River for seventy miles with attendant scenic glories, will enter the Canadian capital.

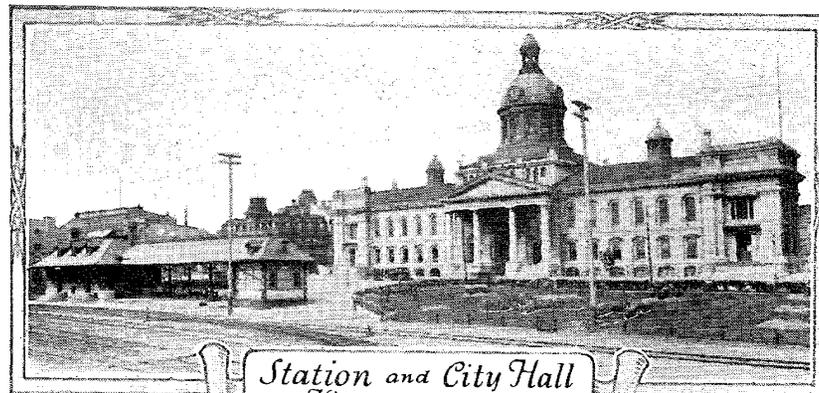
In Ottawa and District

As in Washington, the neighbouring Capital, the Government has undertaken to make Ottawa, picturesque originally in its site and surroundings, a city beautiful. From the Parliament Buildings, a noble pile standing on an eminence above the Ottawa River, to the National Art Gallery and Museum, half a mile distant, a splendid avenue runs through the heart of the city. Again boulevard drives, traversing mainly the residential districts, one section fringing the old Rideau Canal and forming a series of wooded beauty spots, with the quiet bit of water adding a charming touch, have been provided. An interesting feature of Ottawa life to the tourist is the omnipresence of the dual language, arising from the fact that a large proportion of its 120,000 people are French, many of these descendants of the old families which came into the district in the early days of settlement.

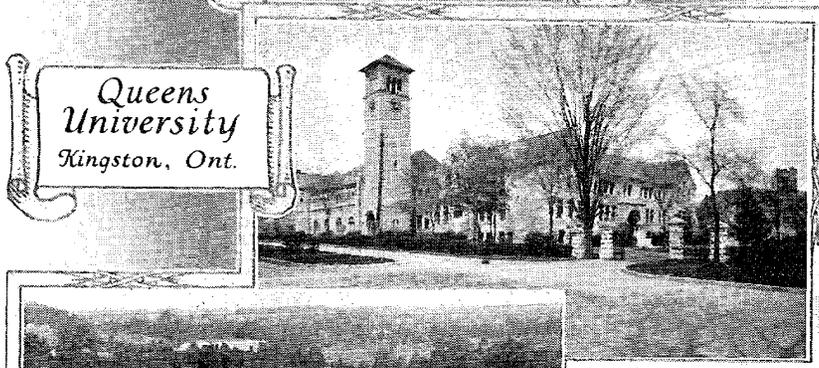
Ottawa people are sport-loving and full range for this proclivity is given in the district surrounding. Several boat and canoe clubs utilize the reaches of the River above the city which, by the way, originally used as locations for summer homes, have come to be pleasant suburban districts. Four golf clubs supply excellent recreation to the devotees of the old game. And tennis also finds a large place. In winter the district is usually furnished with an abundance of snow which provides for various winter sports to which the younger element is turning most enthusiastically.

And in this Ottawa district also one may travel north, with scenic delights assured. For a hundred miles a splendid Government highway follows in the main the course of the great River, at times beside it, again some distance away, passing through a splendid agricultural section and the enterprising towns of Arnprior, Renfrew and Pembroke. This section was the scene of lumbering operations of magnificent proportions in the early days and has been featured in novel and story. Traces of this industry still remain though the primary operations have been moved further north.

The motorist may continue his trip northward through this Ottawa Valley district—which will ultimately be a section of the King Edward Highway from Halifax to Vancouver—to North Bay and the northern Ontario resorts. It should be appreciated, however, that for some hundreds of miles the country is rough, the roadways sometimes a bit precarious and the accommodation at some points not by any means luxurious. To the roadway pioneer the trip is one of strong interest. The man who drives for pleasure and comfort will, however, be better advised in finding his way back to the centre of the Province by the southern route, along the St. Lawrence and Lake Ontario.



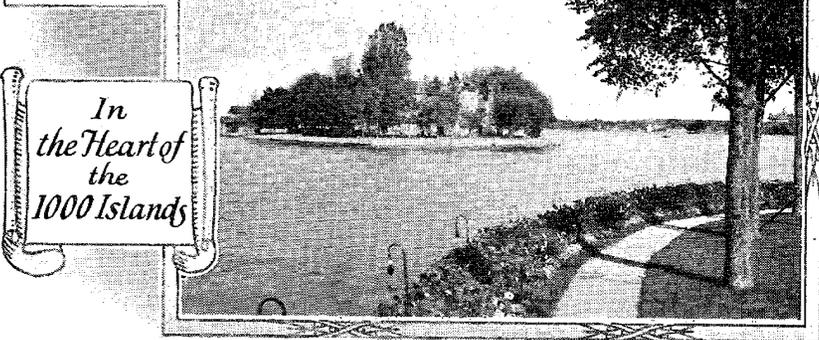
*Station and City Hall
Kingston, Ontario.*



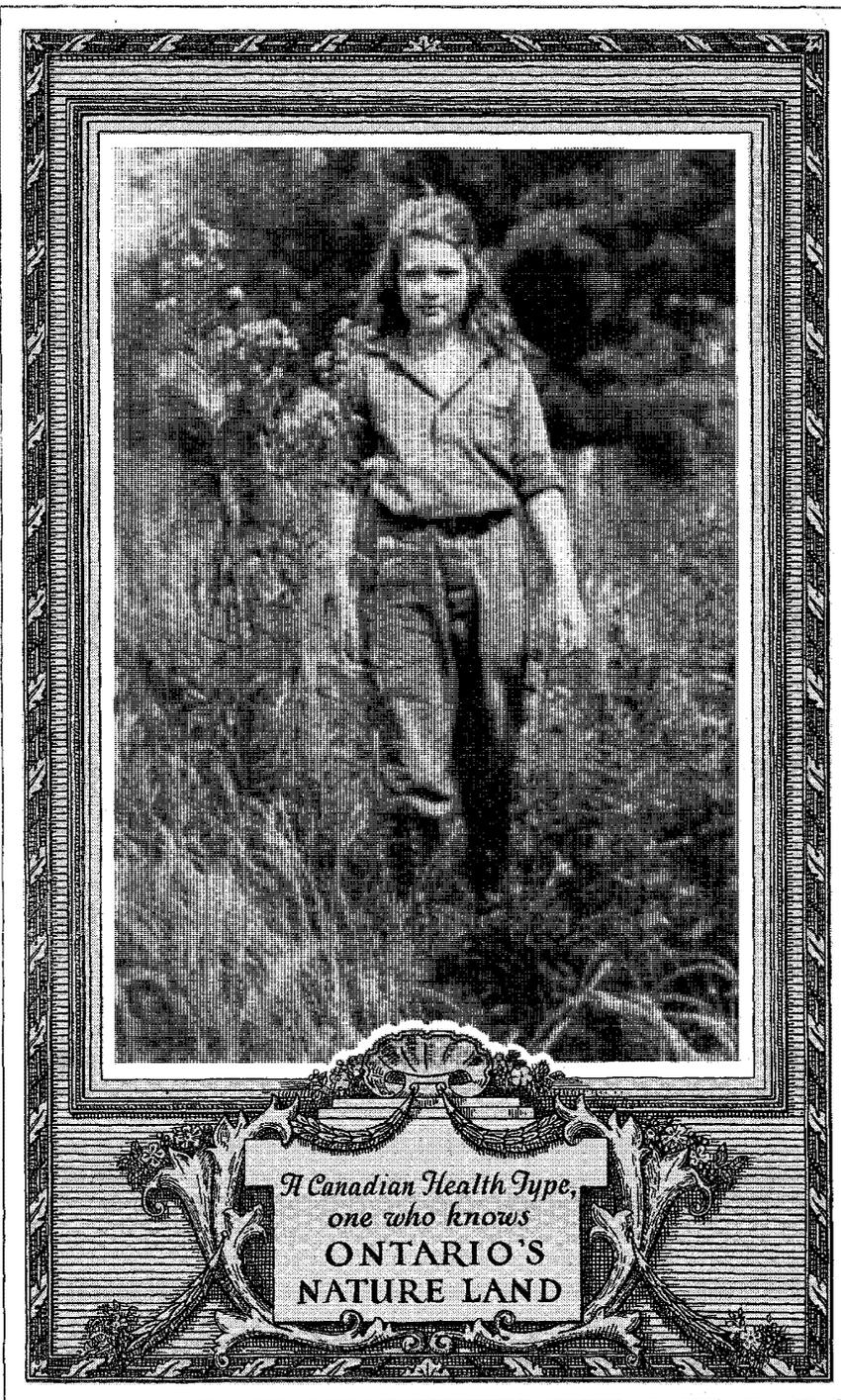
*Queens
University
Kingston, Ont.*



*River View
Genelon Falls*



*In
the Heart of
the
1000 Islands*



And after all—what we wish for most is Health

While the "good-time" element is the main feature with most of us in the planning of a vacation—and quite naturally so—after all the most important thing to consider is the amount of actual physical and mental rejuvenation one can accomplish, whether the period allotted be the familiar two weeks of the clerk and stenographer, the month of the executive, or the whole summer of the more leisured.

For most of us this rejuvenation comes in change from familiar scenes, in the getting away from everyday things. Argument is not necessary in support of the fact that association with Nature, in her untold variety, in her God-made loveliness, is for ninety-nine out of a hundred of us the greatest remedial agent. The helpful influence of woods and waters, with all the concomitant features, on tired bodies and minds, is at once granted.

The pages previous have shown, it is submitted, that the resorts of the Province of Ontario supply all the facilities for this holiday rejuvenation with the good-time element in association.

You want a change for your holiday! Will you get the most out of it by roughing it in the bush, paddling a canoe twenty miles a day, eating bass or trout from your own fly and rising to the lure of morning coffee prepared by a guide? Or will it come by rising in a luxurious room, putting in the early hours in golf or tennis, playing a round of bridge on the hotel balcony and spending the evening in dancing? You may have either or both, indeed you may combine them at many Ontario resorts.

As has probably been noted in the preceding pages, the Ontario resort districts lie from five hundred to two thousand feet above sea level and consequently are blessed with the zest and recuperative qualities in the air which come from elevation. To most of them come the breezes from the far north virgin country laden with piney ozone, fairly carrying health into the district. The water, even in the larger lakes, is notably pure, originating, for the most part in underground springs at no great distance. Through all this great watered district of the north springs of absolute purity are present everywhere. The resorts inland from the Great Lakes are almost without exception able to guarantee immunity from that dreaded scourge, hay fever. Thousands of people, indeed, come every year from various parts of America for this relief alone.

Then, since Ontario offers health and the wealth of worth-while enjoyment, will you not plan to take your holiday this year within her borders?

YOUR VACATION IN ONTARIO ASSURES YOU
HEALTH IN FULLEST MEASURE WITH
PLEASURE AS A WORTHY
INCIDENTAL



Winter Sports in Ontario Canada

*Give me the zip of the frost-tanged air
With the snow crisp underneath;
Give me the run of the smooth-worn skées
And the "steam-cloud" on the breath;
Give me the clean, fresh whiteness
That rests on dale and hill,
And I'll tell the world to run along
While of joy I'll drink my fill.*

Ever try a snowshoe tramp through the northern woods in January; with the cleanest white you ever saw covering everything and with beans and coffee cooked over an open fire to satisfy a roarin' appetite at lunch time?

Ever go skeeing—down a tiny hill at first till you gain poise and confidence and then down a forty-degree slope in a glorious swoop with perhaps a leap at the end that makes you feel like a super-being on wings?

Ever skate in that high, northern air which fairly pumps new life and energy into you with every breath?

If not, there are some mighty fine things in life for you yet to enjoy.

Think of this next January when you plan that mid-winter holiday. And think of the Ontario Highlands—close enough to reach easily; far enough away to make you forget business worries.

While winter sports have been enthusiastically enjoyed in the older Ontario districts for generations, it is only in the last few years that the winter season has been featured at the northern resorts. Now, however, hundreds of outdoor-loving people, instead of travelling south in January, go north and return home in a fortnight or so fairly bubbling over with health and new energy. Of course the hunting, particularly for deer and moose, draws an army annually. But latterly there has come the influx of another army—hunting for health and, when it is sought out-of-doors, getting it in full measure.

The winter season is featured particularly at the Highland Inn in Algonquin Park, where regularly organized programmes assure something doing every day. Several of the Muskoka hotels in which provision has been made for comfortable heating, remain open the whole year and afford opportunity for winter play. And in a number of the towns and cities in the southern part of the Province winter sports are regular features of the country club programme.



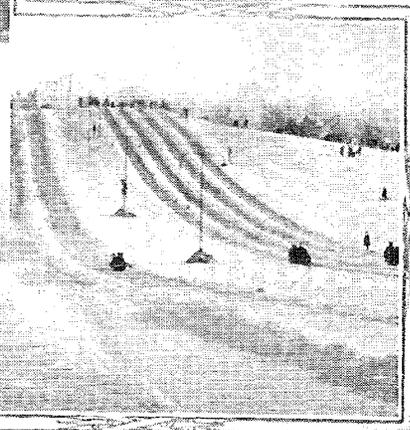
*Crowds
Watching
Ontario
Winter Sports*



*Typical Canadian
Youngsters.
"Healthy and
Happy"*



*"Tobogganing
is Healthy Sport."*



*A Typical
Toboggan Slide*

Toronto

Toronto, as in so many other things the centre of activities for the province, is the Mecca for the sport-lover during the winter season. For instance the city parks, with areas devoted to baseball, tennis and bowling in the summer, are transformed into winter playgrounds in the season from December to March. Hundreds of skating rinks are provided for the use of the younger element and here in the afternoons and evenings throngs may be seen thoroughly enjoying the healthy exercise. That distinctive Canadian game of hockey finds a large place also, for hockey "cushions" are usually provided alongside these rinks. But in addition to the public rinks there are scores of skating rinks operated for private or commercial purposes. Two of these are provided with artificial ice plants so that ice is assured under any conditions. The Toronto Skating Club, which goes in for the development of the higher class of skating, has its own rink and some thirteen hundred members. This is only typical of similar activities elsewhere in the province.

One or two of the illustrations accompanying suggest some of the joys of tobogganing. Toronto has several natural toboggan slides which are operated under careful supervision and which are exceedingly popular. A fine Saturday afternoon will bring thousands to enjoy the sport in these park centres. At the same time, when a generous snowfall has made snow-shoeing possible, hundreds of young people of both sexes and even all the members of the family from father down to the little tots, may be seen emulating the Indians who tramped through the same areas similarly shod a century and a half ago. Skiing is somewhat newer in Ontario but is rapidly coming into deserved popularity.

The traveller in search of thrills may find thorough satisfaction in ice-boating which is probably more highly developed at several lake points in Ontario than anywhere else on earth. And until one has lain out along a runner in a fifty-mile breeze, feeling the whole craft lift under him while travelling at a speed half as fast again as the driving force, he will never quite appreciate the possibilities of this sport. It is fascinating to watch the craft darting here and there at will over the frozen surface. It is the essence of good sport to lie in the cockpit of one of the speedy craft, wrapped in rugs, to watch the landmarks speed by and to feel the pull of the huge sail above. And this same experience is an appetite-producer which has few equals.

One of the illustrations gives a suggestion, but only a feeble one, of the glories of Niagara Falls in winter. With the spray from the cataract building up on everything within reach, the whole district surrounding the Falls assumes a good many of the characteristics of fairyland. Almost an annual event is the formation of an ice bridge across the river just below the Falls, providing safe crossing for a limited time over what are usually rushing waters.

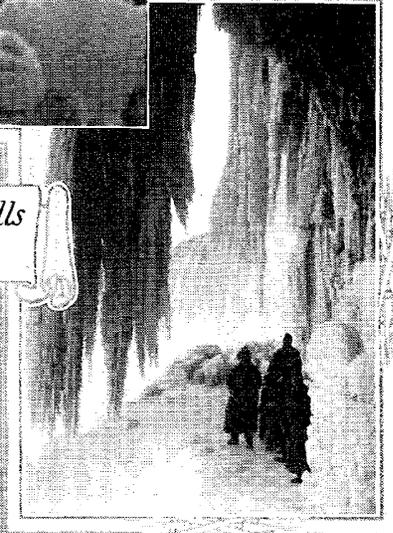
All this has its reflex influence in health improvement. There is nothing more wholesome and invigorating than vigorous out-of-doors sport on a typical Ontario winter day, with the sun smiling above and a frosty tingle in the air which almost forces continued action. All this means deep breathing of the purest kind of air with a consequent healthy fatigue, a digestion which has no need to "wait on appetite," and sleep of the most rejuvenating kind.

If you wish a new experience next winter with resultant benefit to body and mind, spend a week or a month in one of the centres or the resorts of Ontario and enter into the activities of the more active element. This sort of thing will do a hundred times more than any so-called health cure.



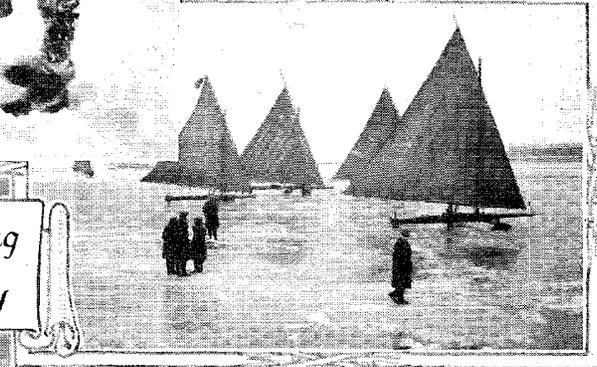
Crowds waiting for the Ski Jumpers Toronto

Under the Frozen Horseshoe Falls Niagara Falls, Ontario



SNOW BABIES "They Love it"

Ice Boating on Toronto Bay



Helpful Information for Motorists

ROAD AND DRIVING REGULATIONS

The speed limit in the Province of Ontario is set at twenty-five miles per hour in the open country and twenty miles in cities, towns and villages. At intersections, where there is not a clear view in both directions, the limit is one-half of this in each case. Motorists are respectfully urged to observe these limits strictly where there is any passing traffic and to use reasonable discretion everywhere.

While the understanding is that the car to your right has the right-of-way, it is expected that right-of-way privileges will be used with reason and care.

Headlights are required to be equipped with non-glare lenses. Pivot lights are illegal. A spot light may be used provided that it is fixed to the left-hand side of the car and its rays directed to the extreme right of the driving portion of the road and not further than seventy-five feet ahead.

It should be noted that horse-drawn vehicles and bicycles are not required to carry lights in the Province.

In overtaking a car, sound the horn and pass on the *left*. When meeting a car, keep to the *right*.

When stopping or turning, the commonly-accepted signals with the left hand out are anticipated.

The use of a cut-out is forbidden.

REGARDING CUSTOMS, ETC.

For a period of one month a motorist who is a resident of the United States may bring his car into Canada for touring purposes only and return to the United States either by the port of entry or by any other port, without having to file a bond with the Canadian Customs officials. All that is required is that he fill out at the Customs Office on the border on entering Canada, a form in which particulars are given respecting his car. This form is made out in duplicate, a copy being retained by the Customs officer, and one by the motorist, which is to be surrendered to the Customs officer at the port of exit on leaving Canada.

The motorist should carry with him the automobile registration card identifying his car, as this must be displayed on demand of the Customs officials.

If the tourist intends to keep his car in Canada for longer than one month, it will be necessary for him to provide a bond. Under this bond he may keep his car in Canada, and use it for touring purposes only, for a period up to six months in one year, but at the expiration of this time no extension or renewal will be permitted.

The following States have reciprocity for thirty days with Ontario in respect to motor vehicle licenses, with the exception of those where shorter period is noted: Alabama, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, New Hampshire (20 days), New Jersey (15 days), New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, West Virginia, Wisconsin, Wyoming, Washington.

NOTE.—The Ontario Government is indebted to the Canadian National Railways and the Canadian Pacific Railway for photographs used in this brochure, also to a number of municipalities in the Province for illustrations of scenes and resorts in their neighbourhood.

Motor Camps in Ontario

As the popularity of motor camping grows the number of camps increases. The list below notes some 130 sites in cities, towns and villages of the Province where the tourist will be made welcome and some form of accommodation is provided. In a good many places, particularly in the smaller towns, to be perfectly frank, the local agricultural grounds with probably a building used at the annual fall fair, is set aside for camping purposes. In others quite adequate accommodation is provided. A glance at the list below will indicate how very frequently the sites are situated on lakes or rivers. Even where no special arrangement is made in any municipality it will in most cases be comparatively easy to find suitable camping ground a mile or two outside.

ACTON.—Park on Fairy Lake, bathing, boating, lavatories, municipal water supply.

ALEXANDRIA.—Water, electric lights, all facilities.

ALLISTON.—Riverdale Park, a quarter of a mile from town. Good water, buildings and shade.

ALMONTE.—Agricultural Society grounds in centre of town, excellent for camping purposes.

ATHENS.—Half an acre of ground in Memorial Park; well water and rest room.

AYLMER.—Grounds provided, town water and lavatory.

AYR.—Ten acres in Park, centrally located.

BANCROFT.—Accommodation with excellent bass, salmon and speckled trout fishing.

BATH.—On Bay of Quinte; plenty of shade trees, and good water.

BAYFIELD.—Ample accommodation.

BEAMSVILLE.—Two camps; hot and cold water; rooms and meals at east end park.

BLÉNHEIM.—Provision made.

BLIND RIVER.—Baseball grounds; large frame building.

BOBCAYGEON.—Agricultural grounds.

BONFIELD.—Agricultural park. Spring water, buildings, bathing, fishing.

BRACEBRIDGE.—Spring water, bathing beach, fireplace, boats for hire; park lighted by electricity.

BRADFORD.—North of town, on highway, in Pine Grove.

BRIGHTON.—Presqu'île Beach, one mile from Toronto-Montreal Highway. Good bathing, sand beach.

BROCKVILLE.—St. Lawrence Park, at westerly limits of town.

BRUCE MINES.—Fine wooded park, good water, bathing beach, within half-a-mile of main highway.

CALEDONIA.—Fair Grounds available as well as Town Park.

CARDINAL.—Town Park.

CARLETON PLACE.—Town Park.

CHATHAM.—Victoria Park, stove and kitchen for cooking, sanitary accommodations.

COBDEN.—Small park on lake; water, bathing. On Highway to Pembroke.

COBOURG.—Provision made.

COLLINGWOOD.—Victoria Park, good bathing with free bath house.

CREDITVALE.—Near Streetsville. Shade trees, safe bathing.

CRYSTAL BEACH.—Accommodation offered by Crystal Beach Amusement Co.; every facility.

DESERONTO.—On Main Street, centre of town, shade and water.

DUNDAS.—Dundas Park, six acres, about a mile west of Dundas, just off the Hamilton-Kitchener Highway.

ERIN.—Accommodation, convenient to supplies.

EUGENIA FALLS.—Park with pavilion, cook house, sanitary accommodation, five miles from Flesherton Highway, good fishing, shade trees.

EXETER.—Accommodation provided by Council and Agricultural Society.

FENELON FALLS.—Good camping facilities.

FLESHERTON.—Kitchen, etc.

FORT FRANCES.—Park on Rainy Lake, a mile from town. Running water, telephone and electric light.

FORT WILLIAM.—Good accommodation, eight miles from town, 100 acres among jack pines. Well water, open kitchen and stove, lavatory equipment, fire-places, running water.

GALT.—Two splendid sites, equipped with camp stoves, tables, benches, pure drinking water and lavatory accommodation. The Soper Park site on the Hamilton-Kitchener Highway, on Dundas Street, has excellent bathing facilities for adults as well as children. The Victoria Park site, on the Galt-London Highway, is a beautiful spot, quiet, secluded and attractive.

GANANOQUE.—On St. Lawrence River, boats available. Conveniently situated for visit to Thousand Islands.

GLENCOE.—Two acres, garage, spring water, trout fishing.

GODERICH.—Light, water and cooking, adjoining Park House Hotel.

GRIMSBY.—Park in centre of town, and Maple Grove, two and a half miles east of Grimsby. All accommodation.

GUELPH.—Exhibition Park and Riverside Park.

HAGERSVILLE.—Park centrally located on Hamilton-Jarvis Road. Water, electric lights, tables, small pavilion.

HANOVER.—Water, stoves and other conveniences.

HAVELOCK.—Havelock Park, shade trees, water supply.

HAWKESBURY.—On main road, with water near by.

HUNTSVILLE.—On Fairy Lake.

INGERSOLL.—Victoria Park, five minutes from centre of town. Running water.

IROQUOIS.—Town Hall Square, lighted, convenient to water.

JARVIS.—Town Park, six acres, water. Agricultural Hall available.

KINCARDINE.—Water, stoves, etc., 200 yards from lake.

KINGSTON.—Exhibition Grounds. Light, water, sanitary conveniences.

KITCHENER.—Grove near Victoria Park. Kitchen, swimming pool, boating.

LAKEFIELD.—Accommodation available.

LANARK.—Park, well shaded, fishing.

LEAMINGTON.—Municipal Park on Lake Erie.

LISTOWEL.—Water Tower Park.

LOBO.—Sarnia Road, near London.

LONDON.—Wonderland Park, two miles from city. Water, electric lights, cook stoves, lavatory accommodation, bathing pool. Road well signed.

L'ORIGINAL.—All accommodation and facilities.

MARMORA.—On Crowe River, close to village. Good fishing.

MATTAWA.—Rankin Park, on Mattawa and Ottawa Rivers.

MEAFORD.—On Georgian Bay. Lavatory accommodations, hot and cold water.

MERRICKVILLE.—Agricultural Grounds, sloping to Rideau River. Thirteen acres, bathing.

MIDLAND.—On shores of Park Lake. Building for cooking, electric supply for individual cooking, extensions for lighting tents, water from town system, stalls numbered for cars.

MILTON.—Victoria Park, in centre of town. Electric lighting.

MORRISBURG.—Exhibition Grounds, water supply.

NAPANEE.—Light, spring water.

NEWBURY.—Old Boys' Park, six acres in centre of village.

NEW LISKEARD.—Light and water, bathing, fishing, etc.

NEW TORONTO.—Eighth Street, south of Highway on Lake Shore.

NORTH BAY.—Amelia Park, on Lake Nipissing. Kitchen and other conveniences.

ORANGEVILLE.—

ORILLIA.—Couchiching Beach Park within a mile of town, and three and a half acres adjoining. Electric light, water, stove and wood for cooking, public bath house and lavatories.

OTTAWA.—Accommodation at Lansdowne Park. Sanitary arrangements.

OWEN SOUND.—Several acres in south end of Harrison Park. Accommodation for several hundred cars, electric light, water from city system, cook house and other conveniences. Along Sydenham River, good trout fishing.

PAISLEY.—On Saugeen River.

PARIS.—Water and cooking facilities.

PARKHILL.—Memorial Park.

PARRY SOUND.—Fair Grounds, twenty acres, Dining hall, cooking house with stove, town water supply.

PEMBROKE.—On Ottawa River. Bathing houses and other conveniences.

PENETANG.—Waterside Park. Town water from artesian wells, shade trees, park electrically lighted, good bathing, boats available.

PERTH.—Agricultural Park.

PETERBOROUGH.—Inverlea Park, three-quarters of a mile from centre of city. Bathing, electric light, drinking fountain, cook stoves, lavatory accommodation.

PETROLIA.—Accommodation in town, water supply.

PICTON.—Choice of two or three locations.

PORT ARTHUR.—Reservoir, water supply, lights, cook house with range.

PORT BURWELL.—Camping accommodation.

PORT CREDIT.—Motor park, on Lake Shore Highway. Hot and cold water, bathing and other conveniences, lunches when required.

PORT DOVER.—Camp site with sanitary conveniences.

PORT ELGIN.—On Lake front. Shade and water.

PORT FRANK.—Camp near river.

PORT HOPE.—Town Park.

PORT PERRY.—On water front.

PRESTON.—Town Park, fifty acres.

SARNIA.—One mile from City Hall. Water, lighting, fire-places, floors for tents.

SAULT STE. MARIE.—Light, water and other facilities.

SHALLOW LAKE.—Village Park, stoves, etc.

ST. CATHARINES.—On the Queenston Highway, just east of the city limits.

ST. MARY'S.

ST. THOMAS.—Pinafore Park.

STOUFFVILLE.—Park of fifteen acres. Drinking water supply, shade trees.

STRATFORD.—Camping facilities.

STRATHROY.—Market Ground.

STREETSVILLE.—See Creditvale Park.

SOUTH RIVER.—Agricultural Grounds.

TEESWATER.—Town Park, twenty-five acres. Spring water.

THESSALON.—Town Park, eight acres. Water, good bathing and fishing.

THORNBURY.—Good water, convenient to town.

TILBURY.—Memorial Park. All necessary equipment.

TILLSONBURG.—Agricultural Grounds on Lake, with bathing, good water.

TRENTON.—Hanna Park. Spring water, furnished cook house, seats, tables, swings.

TROUT CREEK.—Municipal Park, close to main road.

VICTORIA HARBOUR.—Park, water convenient.

WALKERTON.—Bend Park. Water, bathing houses.

WATFORD.—Village Park. Water supply.

WATERLOO.—Park. All conveniences, lunch tables, water.

WELLINGTON.—Park in centre of town. Kitchen, water, bathing.

WESTPORT.—Conveniently situated on Lake shore.

WHEATLEY.—One mile east of village.

WHITBY.—South end of Town Park. Water supply.

WIARTON.—Park at bathing beach. Fireplaces.

WINDSOR.—Baby Park. Cement stoves, water, etc.

WINGHAM.—Fair Grounds, on river.

WOODSTOCK.—South Side Park. Water, lavatories.

Efforts are made by the Provincial Department of Health to supervise these tourist camps. Those which have been inspected will be placarded with adequate directions as to the safety of the water supply.

Golfing in Ontario

The list appended will be evidence of the extent to which the game has been taken up in Ontario. Every city has several courses and nearly every town of any size has a links of fair character. The more populous summer resorts have courses adjacent to their buildings and these are usually laid out to combine scenic features with the lure of the game itself. In most cases these hotel courses are open to the guests of adjacent resorts on the payment of a nominal fee. The same condition exists on most of the links in the more settled districts though on the popular city courses an introduction by a club member is usually required.

Location of Golf Course or Club P.O. Address	Name of Golf Course or Club	No. of Holes	Length in yards
Barrie.....	Barrie Golf Club.....	9	2,750
Belleville.....	Belleville Golf Club.....	9	2,650
Brampton.....	Brampton Golf Club.....	9	2,600
Brantford.....	Brantford Golf and Country Club.....	18	6,350
Brighton.....	Brighton Golf Club.....	9
Brockville.....	Brockville Country Club.....	9	2,950
Burlington.....	Burlington Golf and Country Club.....	18
Campbellford.....	Campbellford Golf Club.....	9
Carleton Place.....	Mississippi Golf Club.....	9	2,400
Chatham.....	Chatham Golf and Country Club.....	9	2,675
Cobourg.....	Cobourg Golf Club.....	9	3,050
Collingwood.....	Georgian Bay Golf Club.....	9	2,947
Cornwall.....	Cornwall Golf and Boat Club.....	9	2,100
Eastbourne.....	Eastbourne Golf Club.....	9	2,750
Fort William and Pt. Arthur.	Thunder Bay Golf and Country Club.....	9	2,875
Galt.....	Waterloo Golf and Country Club.....	9	2,754
Gananoque.....	Gananoque Golf and Country Club.....	9	2,900
Georgetown.....	Halton Golf and Country Club.....	9	2,890
Goderich.....	Maitland Golf Club.....	9	2,200
Grimsby East.....	Deer Park Golf and Country Club.....	9	2,650
Guelph.....	Guelph Country Club.....	9	2,550
Hamilton.....	Hamilton Golf and Country Club.....	18	6,350
Hamilton.....	Hamilton Golf and Country Club (Ladies' Course).....	9	2,900
Hamilton.....	Glendale Golf and Country Club.....	18	6,370
Hamilton.....	Chedoke Civic Golf Club.....	18	5,900
Hillside.....	Gurnsey Wood Golf Course.....	9	2,500
Iroquois Falls.....	Abitibi Golf Club.....	9	2,950
Jackson's Point.....	Briars Golf and Country Club.....	9	3,100
Kincardine.....	Kincardine Country Club.....	9	2,122
Kingston.....	Kingston Golf and Country Club.....	9	2,196
Kingston.....	Catarauqui Golf and Country Club.....	18
Kirkfield.....	Kirkfield Inn Course.....	9	2,976
Kitchener.....	Grand River Country Club.....	9	2,787

GOLFING IN ONTARIO—Continued

Location of Golf Course or Club P.O. Address	Name of Golf Course or Club	No. of Holes	Length in yards
Lake of Bays—			
Bigwin Island.....	Bigwin Island Golf Course.....	9	2,475
Huntsville.....	Norway Point Golf Club.....	9	2,335
Kingsway.....	Britannia Golf Club.....	9	2,500
Lindsay.....	Lindsay Golf Club.....	9	2,650
Lindsay.....	Sturgeon Point Golf Club.....	9	2,525
London.....	London Hunt and Country Club.....	18	5,880
London.....	Highland Golf Club.....	18	6,000
Midland.....	Midland Golf and Country Club.....	9	3,015
Muskoka Lakes—			
Beaumaris.....	Beaumaris Golf and Tennis Association.....	18	5,500
Elgin House.....	Elgin House Golf Club.....	9	2,600
Port Carling.....	Muskoka Lakes Golf and Country Club.....	18	6,275
Royal Muskoka.....	Royal Muskoka Golf Club.....	9	3,350
Rosseau.....	Monteith House Golf Club.....	9	2,416
Windermere.....	Windermere Golf and Country Club.....	18	5,600
Napanee.....	Napanee Golf Club.....	9	2,801
Niagara-on-the-Lake.....	Niagara Golf Club.....	9	3,000
North Bay.....	North Bay Golf and Country Club.....	9	2,800
Oakville.....	Oakville Golf and Country Club.....	9	3,100
Orillia.....	Couchiching Country Club.....	9	2,950
Oshawa.....	Oshawa Golf Club.....	18	6,000
Owen Sound.....	Owen Sound Golf and Country Club.....	9	3,250
Ottawa.....	Royal Ottawa Golf Club.....	18	6,270
Ottawa.....	Royal Ottawa Golf Club.....	9	2,500
Ottawa.....	Rivermead Golf Club.....	18	6,140
Ottawa.....	Ottawa Hunt and Motor Club.....	18	6,250
Paris.....	Paris Golf Club.....	9	2,431
Pembroke.....	Pembroke Golf Club.....	9	2,800
Perth.....	Links O'Tay Golf Club.....	9	2,340
Peterborough.....	Peterborough Golf and Country Club.....	9	2,700
Petrolia.....	Glenview Golf and Country Club.....	9	2,500
Picton.....	Picton Golf and Country Club.....	9	2,850
St. Catharines.....	St. Catharines Golf Club.....	9	3,200
St. Thomas.....	Elgin Golf and Country Club.....	9	3,025
Sandwich.....	Essex Country Golf and Country Club.....	18	5,900
Sarnia.....	Sarnia Golf Club.....	9	2,900
Sault Ste. Marie.....	Sault Ste. Marie Golf and Country Club.....	9	2,756
Seaforth.....	Seaforth Golf and Country Club.....	9	2,400
Simcoe.....	Norfolk Golf and Country Club.....	9	2,985
Smith Falls.....	Poonahmalee Golf Club.....	9	2,600
Stratford.....	Stratford Country Club.....	9	2,800
Sudbury.....	Sudbury Golf and Country Club.....	9	In course of construction

GOLFING IN ONTARIO—Continued

Location of Golf Course or Club P.O. Address	Name of Golf Course or Club	No. of Holes	Length in yards
Timmins	Timmins Golf Club	9	2,427
Toronto	Toronto Golf Club (Long Branch), (Ladies' Course)	9	2,700
Toronto	Toronto Golf Club (Long Branch)	18	6,220
Toronto	Rosedale Golf Club	18	6,370
Toronto	Mississauga Golf and Country Club (Port Credit)	18	6,100
Toronto	Lambton Golf and Country Club	18	6,265
Toronto	Lambton Golf and Country Club (Ladies' Course)	9	2,020
Toronto	Lakeview Golf and Country Club (Port Credit)	18	6,390
Toronto	Summit Golf and Country Club	18	6,461
Toronto	Toronto Hunt Club	9	2,935
Toronto	Humber Valley Golf Club (Public Golf Course)	18	5,600
Toronto	Glen Stewart (Public Golf Course)	15	4,650
Toronto	Thornhill Golf and Country Club	18	6,300
Toronto	Lake Shore Country Club	18	6,100
Toronto	Bayview Golf Club	18	6,350
Toronto	Cedar Brook Golf Club	18	6,243
Toronto	Scarborough Golf and Country Club	18	5,860
Toronto	Thistletown Golf and Country Club	18	6,500
Toronto	Uplands Golf and Country Club	18	65,00
Trenton	Trenton Golf Club	9	2,800
Walkerville	Beach Grove Country Club	18	6,247
Welland	Lookout Point Country Club	18	6,250
Weston	Weston Golf Club	18	6,250
Windsor	St. Clair County Club	18	6,299
Woodstock	Oxford Golf and Country Club	9	2,500

Imagine golf in the Ontario Highlands with every breath providing new health and vigor and the glories of the resort scenery added as accompaniment. The fact that the courses at the Ontario resorts are exceedingly popular and are in use all hours of the day attests to the attractions of the game under these conditions. On the other hand the courses are numerous enough to preclude the annoying waiting which is so evident in most popular city courses.

A most appealing feature, also, is that one does not require a long motor or train trip from any of the resorts to indulge in the daily or twice daily round. In nearly every case the resort courses are near at hand, around a corner of the lake or "just over the hill," and in consequence there is no thought of a tiresome trip home to take the edge off the joy of the game.

Truly, the golf enthusiast will find new joys and new interest in the game in Ontario.

Information re Hunting and Fishing

OPEN SEASON FOR HUNTING

Deer, moose, reindeer and caribou, south of French and Mattawa Rivers, November 5 to 20, inclusive. North of French and Mattawa Rivers to main line of Canadian Government Railway, October 25 to November 30, inclusive. North of Canadian Government Railway, September 15 to November 15, inclusive.

Partridge, Grouse and Pheasant—Closed, subject to be opened by Order-in-Council as conditions may warrant.

Duck—From the 1st day of September to the 15th day of December, both days inclusive.

Wild Geese—First day of September to 15th day of December, both days inclusive.

LICENSES

Residents of the Province to hunt deer, fee \$4.00. Residents of the Province to hunt moose, reindeer or caribou, fee, \$5.50. Non-residents to hunt, small game, \$25.00, big game, \$41.00. A shipping coupon is attached to every license authorizing shipment of deer. License must be carried on the person when hunting and produced when called upon to do so by officers of Department of Game and Fisheries.

OPEN SEASON FOR FISHING

Bass—Thunder Bay District and west, July 1 to November 30, inclusive. Lake Erie, west to Point Pelee, July 16 to May 23 next, inclusive. Other waters, June 16 to November 30, inclusive.

Maskinonge—July 16 to November 30, inclusive.

Speckled Trout—May 1 to September 14, inclusive.

Rainbow and Pacific Trout—June 1 to September 14, inclusive.

Salmon Trout—No close season.

Pickereel—Great Lakes, Georgian Bay, North Channel, no close season. Other waters south of French and Mattawa Rivers, May 1 to March 31 next, inclusive. North of French and Mattawa Rivers, May 16 to April 14 next, inclusive.

LIMITS

Large and Small-Mouthed Black Bass—Eight per day, not less than ten inches.

Maskinonge—Four per day.

Pickereel—Twelve per day.

Salmon Trout—Five per day.

Rainbow Trout—Six per day.

Other Pacific Trout—Six per day.

Speckled and Brown Trout—Ten pounds in weight, twenty in number per day. Not less than seven inches each.

Railway and Steamship Service

The Province of Ontario is exceedingly well served with railways and the many tourists who prefer to come by rail rather than by road are assured of reaching not only the principal cities, but also the various resort districts, directly and in the utmost comfort.

The two main lines, the Canadian National (the lines now owned by the Dominion of Canada and incorporating what were formerly known as the Grand Trunk and the Canadian Northern) and the Canadian Pacific Railway, are both long established and have grown up with the Province, providing service when there was a demand for it, so that there is a network of lines in the central and southern section and more or less closely paralleled lines tapping most of the northern resorts. This condition obviously leads to keen competition for business which in itself assures the utmost of attention being given the tourist, both in the imparting of information and on the trains as well.

Both railways have connections with the American lines at the southern border, the Canadian National crossing at Niagara Falls and running to Buffalo on the American side. The Canadian Pacific crosses from Buffalo at Bridgeburg and continues through the Niagara Peninsula to Hamilton and Toronto, or to the western border at Windsor from which connections are made with the American lines at Detroit. The Canadian National again, has a main line across the western section of the Province to Sarnia and by tunnel to Port Huron, Michigan, with another line paralleling the C.P.R. to Windsor. A section of the Michigan Central from Windsor to Buffalo traverses the same territory by a more southerly route.

Both railways have lines from the eastern boundary again, following somewhat closely the St. Lawrence and the Lake Ontario shore to Toronto. Branches from these serve Ottawa and the resorts on the Rideau and Kawartha Lakes. Both lines, again, touch at different points in the Georgian Bay district, in the Muskoka Lakes section, indeed all through the Ontario Highlands.

Going to the northwestern section of the Province, the C.P.R.'s transcontinental line follows roughly the northern shores of the Great Lakes, while the C.N.R.'s line, also a section of the transcontinental, traverses a newer district further north.

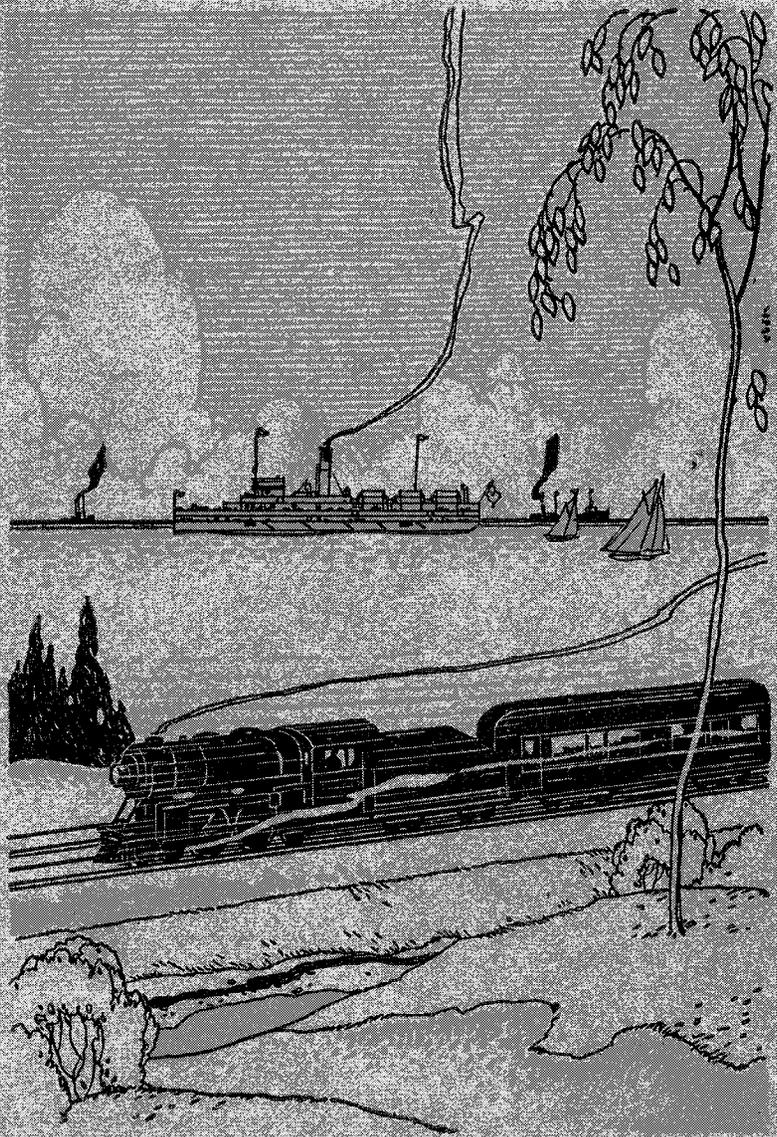
All the through trains on the main lines are provided with the latest equipment in diners, cafe and parlour cars, with of course full sleeping accommodation for night travel. Special Pullmans are a feature of the service to several of the more northerly resorts so that the visitor may go to sleep in Toronto and waken on a siding in the woods or beside a lakeshore at his destination at a comfortable morning hour. The equipment of the transcontinental trains compares favourably with that in service anywhere in America.

The railways have a considerable amount of illustrative matter covering special resorts or special holiday features in Ontario which they are glad to supply gratis on request. Copies of these are available in the larger American cities in the offices of passenger agents and touring bureaux or will be forwarded on application to the passenger agent of either railway in Toronto.

The steamship service for the Province, aside from that operated in connection with individual resort districts, is divided distinctly between the Upper and Lower Great Lakes. Canada Steamships, for instance, operates one line from Niagara to Toronto and another from Toronto to Kingston and down the St. Lawrence through the Thousand Islands and the Rapids. The steamers of both lines are equipped to carry motors and some motor tourists prefer to break their journey with the water-trip.

The Canadian Pacific Railway has a line on the Upper Lakes, operating from Port McNichol, on Georgian Bay through Lakes Huron and Superior to Fort William and Port Arthur. The Northern Navigation Company, again, competes with this with steamers from Sarnia (dock at Point Edward) through the full length of Lake Huron, across Superior to Port Arthur and Fort William and continuing the trip to Duluth, Minnesota. All these Upper Lakes steamers are splendidly equipped and are capable of transporting a limited number of cars.

The steamers making calls at American ports invariably carry customs officers and every facility is provided to make the path of the tourist entering Canada smooth. If contemplating making part of your holiday trip by steamer it is advisable to make reservations as early as possible. All the lines mentioned are popular and in July and early August the available accommodation is usually taxed to the utmost.



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