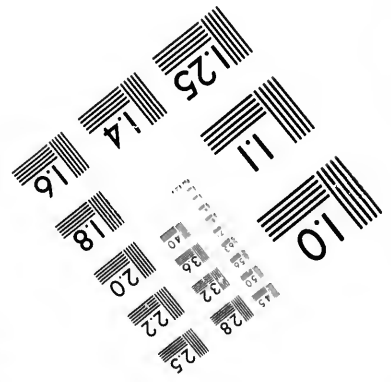
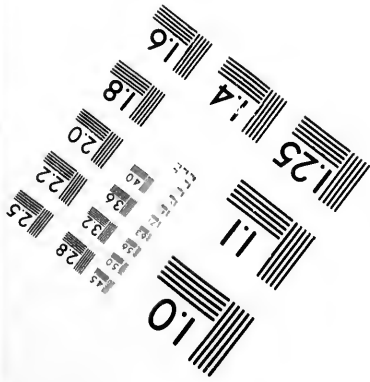
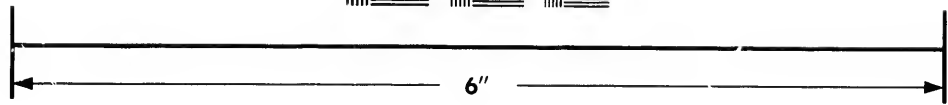
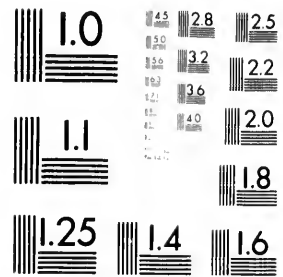


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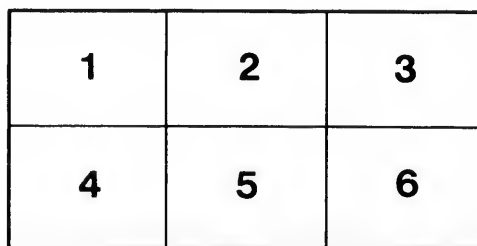
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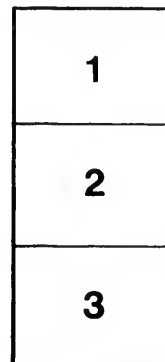
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*Can
Pam* Great Northern Transit Co.

Great Northern TRANSIT CO'S STEAMBOAT LINE



RUNNING IN CLOSE CON-
NECTION WITH THE G.T.R.
AND C.P.R. COMPANIES

1892.—ROYAL MAIL LINE.—1892.

S.S. PACIFIC
928 TONS

S.S. BALTIC
900 TONS



S.S. ATLANTIC
740 TONS

S.S.
NORTH'N BELLE
600 TONS

Collingwood and Sault Ste. Marie

Steamers **PACIFIC**, **BALTIC** and **ATLANTIC** leave Collingwood every **Tuesday**, **Thursday** and **Saturday**, respectively, after arrival of the G.T.R. morning trains from Toronto and Hamilton, calling at Meaford, and leaving Owen Sound at **10.30 p.m. every Tuesday, Thursday and Saturday**, after arrival of the C. P. R. afternoon train from Toronto, for Sault Ste. Marie and intermediate ports. The Saturday steamer will call at Wiarton both ways.

THOS. LONG, **CHAS. CAMERON,**

Secretary.

Manager.

THROUGH CONNECTIONS

Grand Trunk Railway

From Collingwood and Warton to all points East and West. From Sault Ste. Marie for all points of Lake Superior, the West and North-West, and

Canadian Pacific Railway

From Owen Sound, Algoma Mills and Sault Ste. Marie to all points East and West. From Sault Ste. Marie for all points of Lake Superior, the West and North-West.

By Minneapolis, St. Paul & Sault Ste. Marie and Duluth, South Shore & Atlantic Rys.

To Marquette, St. Ignace, Duluth, St. Paul, Detroit and all points South and West.

By the St. Paul & Duluth Ry. and The Great Northern Ry. Line to all Western Points

By Beatty's Sarnia Line of Steamers

To all points on East Shore Lake Huron, North Shore Lake Superior, Port Arthur and Duluth, and all points in Manitoba and the Canadian North-West, Minnesota, Dakota and the Western States.

Also C.P.R. Steamships for Port Arthur and all points West

By Lake Michigan and Lake Superior Transportation Co.'s Steamers

For all South Shore Ports on Lake Superior, and Ports on Lake Michigan to Milwaukee and Chicago.

By Lake Superior Transit Co.'s Line

For all South Shore Ports on Lake Superior, and all West Shore Lake Huron Ports, Detroit, Cleveland, Erie and Buffalo.

By the Detroit & Cleveland Steam Navigation Co.

To all their Ports of Call.

By Strs. of the Delta Transportation Co.

Forming a daily connection for Cheboygan, Point St. Ignace, and the far-famed pleasure resort of the Island of Mackinac.

By the Seymore Transportation Co. at Mackinac for ports on Lake Michigan.

SELECT EXCURSION ROUTES

Via the GRAND MANITOULIN CHANNEL
and Steamers of the
GREAT NORTHERN TRANSIT CO.

Route 1. Sault Ste. Marie and Return \$14.00

The round trip of the G.N.T. Co.'s Mail Line from Collingwood, Owen Sound or Wiarton.

Route 2. The Same \$18.00

From Toronto, Hamilton, Guelph, Woodstock, London or Stratford.

**Route 3. Chicago or Milwaukee Single, \$17.00
Return, \$29.00**

In continuation of Route 1, by Lake Michigan and Lake Superior Transit Co.'s Steamers.

**Route 4. The Same Single, \$19.85
Return, \$33.00**

From Toronto or Hamilton.

**Route 5. { Duluth, via South Shore } Single, \$20.00
 { of Lake Superior } Return, \$34.00**

In continuance of Route 1, by American Lines, or the Sarnia Line.

Route 6. Port Arthur and Return \$26.00

In continuance of Route 1, by North-West Transportation Co.'s Line, and C.P.R. Steamships, via North Shore of Lake Superior. Return by same Route. From June 1st to September 30th.

**Route 7. Sault Ste. Marie and Return \$25.85
Via Buffalo.**

Route 2 to Sault, and return by Lake Superior Transit Co.'s Steamers, Buffalo Line, New York Central via Niagara Falls, and Niagara Navigation Co. to Toronto.

Route 8. Chicago and Return \$34.85

Via Detroit, Buffalo and Niagara Falls.

A choice of over 100 routes connecting. This trip may be commenced at any point.

Route 9. Winnipeg and Return \$50.00

Via Port Arthur (Good for 40 days).

Going via N.W.T. Co.'s Steamers to Port Arthur, thence C. P. Ry. to Winnipeg and returning same route. This rate is also good from Toronto and points west on the G. T. Ry., and is optional to go or return all rail via G. T. and C. P. Railways.

**Route 10. St. Paul and Minneapolis Single, \$27.15
Return, \$45.00**

From Toronto or Hamilton, via Sault and Duluth.

**Route 11. { Montreal to Sault Ste. Marie } \$34.70
 and Return }**

Via Richelieu Co. Steamers, Toronto and Collingwood.

Great Northern Transit Co., Collingwood

IMPORTANT TO TRAVELLERS

The Best AND The Cheapest

B EING assured that the North Shore and Manitoulin Channel Route, now traversed by their Steamers, has become the most popular Excursion Trip on the Continent of America, THE GREAT NORTHERN TRANSIT CO. have, at great expense, built and fitted up the fine new Steamers,

**“BALTIC,” “ATLANTIC”
AND “PACIFIC”**

expressly for this route, and have spared nothing to attain the highest degree of excellence in every department, and, as a result, they are proud to state that, for efficiency in every matter that affects the comfort, the safety and the pleasurable enjoyment of their passengers, their steamboats are

SECOND TO NONE

The cabins are wide, lofty and palatial in design, while the magnificence of their outfit entitles them to the name of the

“Drawing Room” Steamers of Canada

THE CUISINE

Will be first-class, in keeping with the Steamers, and every effort will be used to entertain the travelling public with both comfort and hospitality.

LARGE ROOMS

and connecting State Rooms for bridal and family parties. Experienced ladies' maids to attend to children and ladies travelling without escort.

**The Most PICTURE-QUE ROUTE
HEALTHFUL CLIMATE
COMFORTABLE STEAMERS**

And the Cheapest Rates on the Continent of America.

**Great Northern Transit Co.
COLLINGWOOD**

A WORD TO

Tourists

WHO WISH TO SEE



The North Channel

TO THE BEST ADVANTAGE

The steamers of the G.N.T. Co.'s Mail Line call at all local ports of the North Shore, and no trip which omits the taking in of these local points can give adequate opportunity for enjoying the

Wonderfully Beautiful Scenery

of the North Channel. To call at all the minor ports it is necessary to leave the main channel, and it is in making these detours and side trips that the full beauty of this region is brought before the Tourist, supplying also a

Continuous Chain of Interest

and relaxation without the long confinement which palls upon the traveller where no stoppages are made.

By the Through Steamers all this is lost

It is without question a truism that nowhere in Canada can such continued and varied beauty of wood and stream be seen, and with such advantage.

The Equipment and Provisioning

of the three Palace Steamers, "Pacific," "Baltic" and "Atlantic" are unexcelled, if not unequalled, on the whole chain of lakes, and by the most courteous deference to the creature comforts of their patrons, the Company secure that those who once become acquainted with their line remain its staunch friends in perpetuity.

COST OF THE TRIP

is always an important consideration, and a very ready comparison will substantiate that in this the Tourist has the best of all lake trips by paying the smallest price.

Great Northern Transit Co.

COLLINGWOOD

A FEW
Unsolicited Testimonials
READ THEM

Col. R. E. Carr, H. M. Worcester Reg't

**In a private letter writes thus of his experience of
the G. N. T. Co.'s Line:**

"My voyage through the Georgian Bay on board the 'Atlantic' was a most enjoyable one; everyone was most obliging, and I never saw a ship where the establishment so much resembled a well-managed English gentleman's house; the steward's and waiters' department was a great contrast to other vessels on Canadian and American waters. The whole trip was a delightful experience."

The Toronto "Globe" says:

"The Georgian Bay Route to Sault Ste. Marie from Collingwood and Owen Sound through the channel between Manitoulin Island and the north shore of Lake Huron, is justly one of the most popular of holiday trips. The scenery is pronounced in many respects equal to the world-renowned Thousand Islands. The expanse of open lake to be traveled is short, and the stoppages very frequent, so that there is always something fresh to see, and an opportunity afforded to see it. The journey through the archipelago of the Georgian Bay, which when it becomes better known to our American neighbors is destined to vie with the most noted pleasure resorts of the continent, can now be taken in the most luxurious and enjoyable manner. Nowhere on the continent can a more delightful trip be had. The Steamers are staunch and magnificently fitted up, their internal economy for ministering to the comfort and safety of passengers have no superior in the Dominion."

The Toronto "Mail" says:

"The people of Toronto and of any other section within easy access of Collingwood, Owen Sound or Wiarton have within their reach one of the pleasantest trips in America, and that, too, at a very moderate cost. Travelling on a comfortable, staunch steamer through the 30,000 islands of the Georgian Bay and up the beautiful Sault Ste. Marie River, then over to Mackinac, with its picturesque scenery, then back by another route, a constant panorama of islands, rocks, woods and boats, a well provided table and courteous and careful officers, a splendid six days outing, which will bring health and pleasure and knowledge, that is what is provided by the Great Northern Transit Company of Collingwood, whose steamers, the 'Atlantic,' 'Pacific,' 'Baltic' and 'Northern Belle' sail from that port."

The "Galt Reformer"

**Closes a two-column report of a trip over this
route as follows:**

"Thus closed one of the most enjoyable trips which it has ever been our good fortune to make and can only say that it far surpassed our expectations."

Great Northern Transit Co.
COLLINGWOOD

EXCURSION TO

MACKINAC



NONE SHOULD MISS
THIS TRIP

Six Days for \$14.00

THE GREAT NORTHERN TRANSIT CO. have arranged that during the Summer Season their Steamers will, each week, continue the trip via the North Shore to Sault Ste. Marie (as described on the other side of this folder) round to the far-famed

- - Island of Mackinac - -

—which is rightly looked upon by our American cousins as the Gem of the Great Lakes—passing through the American Channel past Sailor's Encampment, and round the head of Lake Huron, and giving sufficient time at Mackinac to enable excursionists to visit the many points of beauty and interest on the Island.

The excursions have, in the past, proved most attractive, as the trip is thereby extended for the full week, and is, without exception, the most agreeable and health-restoring trip to be obtained anywhere on the continent. With

**No Dust No Smoke No Oppressive Heat
No Physical Exhaustion No Tiring Idleness**

But cool, exhilarating atmosphere; comfort with privacy; and luxury with society. Rest! Relaxation! Recreation! Regular meals! Everything calculated to afford the highest degree of mental and physical enjoyment.

"Away from every thought of care,
'Tis bliss to be! 'tis joy to share."

No one can know how enjoyable a lake trip can be until they have tried this one.

**Fare for Round Trip, including
Meals and Cabin Berth, \$14.00**

**From COLLINGWOOD, MEAFORD, OWEN SOUND
or WIARTON.**

**From TORONTO, HAMILTON, GUELPH, WOOD-
STOCK, LONDON or STRATFORD,**

\$18.00

And Special Through Rates from all points in Ontario.

Great Northern Transit Co.

COLLINGWOOD

TRAIN CONNECTIONS

TO CONNECT WITH STEAMERS

passengers will require to

**Leave Toronto 8 a.m. or Hamilton
7.00 a.m.**

On the Main Line of the Grand Trunk west of Georgetown, will connect at that point with train

**Leaving for
Collingwood at 8.35 a.m.**

Passengers east of Toronto should take train arriving at the Union Depot **7.30 a.m.**, making close connection with N. & N. W. Div. for **Collingwood**. Train leaving Toronto 4.20 p.m. will connect with Saturday's Steamer at Warton same night.

Through Connections via Canadian Pacific Railway at Owen Sound

Passengers should lve. Toronto 5.25 p.m. Express on
TUESDAYS, THURSDAYS and SATURDAYS

Making close connection at Owen Sound with
Steamers same evening.

SPECIAL NOTICE

The attention of Merchants and Tourists is especially directed to the fact that the Great Northern Transit Co. have for seventeen years given themselves solely to the service of the Georgian Bay Route, and the Company's interests are entirely centered in its prosperity; they are therefore in a position to give every care and despatch to the business entrusted to them, which is liable to be neglected by other lines whose through business has preferential claims upon them.

The Company would also direct attention to the rapid increase and growth at Sault Ste. Marie and other points along the North Shore, and the widespread interest which has been created for the Lake Route by the development of the Great North-West. It is a notable fact, which is yet but little understood, that the daily tonnage of vessels passing the Sault Ste. Marie Canal exceeds in volume that which passes through the great Suez Canal, a significant indication of what may be expected in the future.

WHAT THEY SAW AND WHAT THEY SAID

BEING A TOURIST'S GUIDE TO THE GREAT
NORTHERN TRANSIT CO.'S

Georgian Bay Route

Compiled from Reports of the "Globe," "Mail,"
"Forest and Stream," etc., etc.

Charming, Cleanly Collingwood

Is reached by the Northern & North-Western Div. G. T. Ry., and is beautifully situated on the Georgian Bay, with the finest harbour on the Chain of Lakes, which is now being deepened to an average depth of 20 feet, to allow of the largest vessels on the Lakes to enter here, in connection with the now proposed Ontario Ship Railway, this point being decided upon as the Northern Terminus for this great undertaking. Just east of the docks is Fisherman's Point, on which is situated Callery Park, a wonderfully pretty little pleasure resort, provided with all the necessary adjuncts for picnicking, etc. The charming little groves of cedar with beautiful stretches of verdant lawn interspersed, possess attractions that many more pretentious summer retreats might fairly envy. Mr. Charles Cameron, the Manager of the line, resides at Collingwood, and with an able staff of assistants welcomes the excursionists and sees to their safe bestowal on board the boats.

Passing the new **Queen's Dry Dock**, built of stone, the largest and finest on the lakes; passing the great wharves of the Railways and Mills; the new breakwater, three quarters of a mile long; the elevator; out on the Georgian Bay the grand sweep of the **Blue Mountains** loom up in ever varying beauty to give an earnest of what is to come, past the white stone tower of the **Notawasaga Island** light, past **Long Point**, **Craigleith** and **Thornbury**, all nestling at the foot of these hills of beauty, we come to the pretty town of

Meaford

the first port of call, where mails are changed, passengers get on and off, and the steamer passes on round **Cape Rich** and into **Owen Sound Bay**. By this time the air-quickened appetite claims attention, and finds full satisfaction at the well-appointed supper table, and shortly after, as the glory of the setting sun lights the foliage-crowned hills on either hand, we enter the **Sydenham River**, and the port of

Owen Sound

is reached. This port is on Georgian Bay, and is the headquarters for Canadian Pacific Lake Steamships. The town has grown rapidly since the building of the railway, and is the shipping point for a vast area of farming country. The town is situated at the head of the Sydenham River, and is surrounded by an amphitheatre of limestone cliffs. Within two or three miles are pretty waterfalls. Building stone and brick clay is abundant. Shooting and fishing in great variety, all easily accessible. In addition to the steamships of the Canadian Pacific Line for Port Arthur, the **Great Northern Transit Company's Steamers**, the **Pacific**, **Baltic** and **Atlantic**, depart regularly for Manitoulin Island and all ports on the Georgian Bay. See folders for particulars; Then to

Warton

the terminus of the **Grand Trunk Railway**, where passengers are waiting who have come from various points on this wide system. These are speedily berthed, and what with the excitement of the day and the strong ozone of the lake atmosphere, all retire early and are soon wrapped in a deep, healthful sleep, while watchful and experienced eyes direct the steamer past **Cape Croker** and away up the dark indented shore of the **Indian Peninsula**, past **Cabot's Head**, across the **Gap**, and by the time the refreshed and invigorated traveller turns out with unwonted cravings for an early breakfast, the shores of the **Manitoulin** appear, with **Lonely**, **Club** and **Squaw Islands**. The little Indian village of Wick-wem-i-kong, with its verdant patches of clearing, which comes plainly into view, lends a human interest to the surroundings. Occasionally a canoe full of Indians may be met with paddling swiftly in and out among the islands, or bound to the adjacent fishing-ground of the Squaw Islands, lying near to the North Shore, of which a distant view may be obtained. The little village of

Killarney

is the first stopping place on the North Shore. The population here is largely aboriginal, and, like their white neighbors, the Indians derive a considerable portion of their support from fishing. The Laurentian Mountains rise abruptly in the near background, having a narrow strip of land between their base and the water, which has been partly brought under cultivation. At the warning whistle all scramble on board in good humor, and soon dinner is served, of which fish, fresh, and served so that it can be enjoyed by the most dyspeptic, forms a leading feature. The steamer passes on through islands of all sorts and sizes. The current at this point is very strong, and the course of the vessel shifts frequently owing to the number of islands. The view is magnificent. Many of the islands are clothed with rich verdure down to the water's edge.

Manitowaning

which lies at the head of a deep and picturesque bay, the beauties of which there is ample opportunity to contemplate, is the next stopping place, close to which there is to be found the finest trout fishing in our northern waters. Good hotels with ample accommodation will also be found here for tourists and fishermen.

Little Current

an important point on the route, with four large saw-mills and fine hotels, is next reached, at which the strait for some distance winds its serpentine course through unnumbered islands, displaying the same variety in appearance as those previously passed. Islands succeed islands in an unbroken continuity hour after hour as we glide on: islands of every conceivable size and shape, more numerous than the Thousand Islands of the St. Lawrence many times multiplied; islands barren, wooded, sandy, rocky, columnar, gracefully rounded, precipitous and gently sloping, wind-swept and storm-polished, large, diminutive and infinitesimal; reefs widely spreading and submarine monoliths, whose peaks barely project above the surface. There is a breadth and sweep and never-ending change in the panorama which is all-absorbing to a mind intent upon the picture. For one hundred and seventy miles we steam through this inland scenery! In the calm repose of a summer's morning, when the waves are stilled and the face of the lake gleams like polished brass, the shadows fall heavily from the indented shores, and every rock and tree is sharply outlined and reproduced inverted in the mirror. Calls are successively made at La Cloche, **Mudge Bay** and

Gore Bay

the latter the judicial seat of the island, a lovely spot on Manitoulin Island, surrounded by lofty hills, which are clothed with trees down to the water's edge. On a bright day the effect is charming. Headland after headland juts out from the shore, and the bay is dotted as far as the eye can reach with a succession of islands, some rising abruptly from the water and others nearly flat. The course of the vessel at times appears entirely landlocked, and careful navigation is requisite. There are good hotels at Gore Bay, which offer many temptations for a lengthened sojourn.

Spanish River

on the North Shore presents what is regarded by many as the most picturesque scenery of any on the trip. It debouches into a broad inlet, gradually narrowing towards the east, and the banks now gradually sloping, now steep and precipitous, are overhung with masses of variegated foliage. Within the steamer all is light and leisure,

circles are formed for games, and every species of fun and amusement, music, vocal and instrumental, perhaps an impromptu quadrille, conversation, the solitary book, "or just two in a quiet nook." Without, nature's curtain covers a reserve of her loveliness as a treat for future enjoyment, for nowhere can more enchanting vistas be found than among the solitary homes of the beaver, mink and wild fowl, through which the steamer will now pass. At **Little Detroit** (the scene of the great conflict between the Hurons and Ojibways), the rocks approach almost within reach on either hand.

Serpent River

with the fine mills of Cook Bros. and Noble Bros.' Fishing Station, is next reached, then

Aigoma Mills

on the Georgian Bay branch of the Canadian Pacific Railway. From this port the Gold Mining district surrounding Sudbury may be reached by rail, and from the extraordinary richness of the ore already taken out in the town. ship of Denison, there will undoubtedly be a large influx of capitalists and miners to that region. The wharves and works generally are worthy of that great corporation, and will be interesting to the tourist. As day dawns **Blind River** is reached and passed, and the tourist rises to mark the approach to

Thessalon and her New Gold Fields

lying in picturesque seclusion under the shelter of the point of the same name. This is another especially good place for rod anglers, the speckled trout fishing in the streams and lakes that lie inland from here is unsurpassed anywhere. Twelve miles further we come to

Bruce Mines

the oldest worked mines on the North Shore, now still and deserted; specimens of the ore, which is a sulphuret of great beauty, may be gathered from the great heaps lying in every direction, and the abandoned works give a special interest to the short stoppage at this point. We now enter the **St. Mary River**, crossing first to the port of

Hilton

on **St. Joseph's Island**, the steamer makes a short call and passes on through Wilson's Channel to

Richards' Landing

which is the pioneer port of the same island. Numerous vessels of all sizes now bear company. Picturesque yachts from the numerous camps on the islands give additional life to the scene. Passing the **Pictured Rocks, Camp**

Medora, the Neebish Rapids, across Lake George, we come to Little Lake George and

Garden River

From here the steamer runs through a beautiful stretch of water and scenery, which is a crowning panorama of beauty to the voyage, and

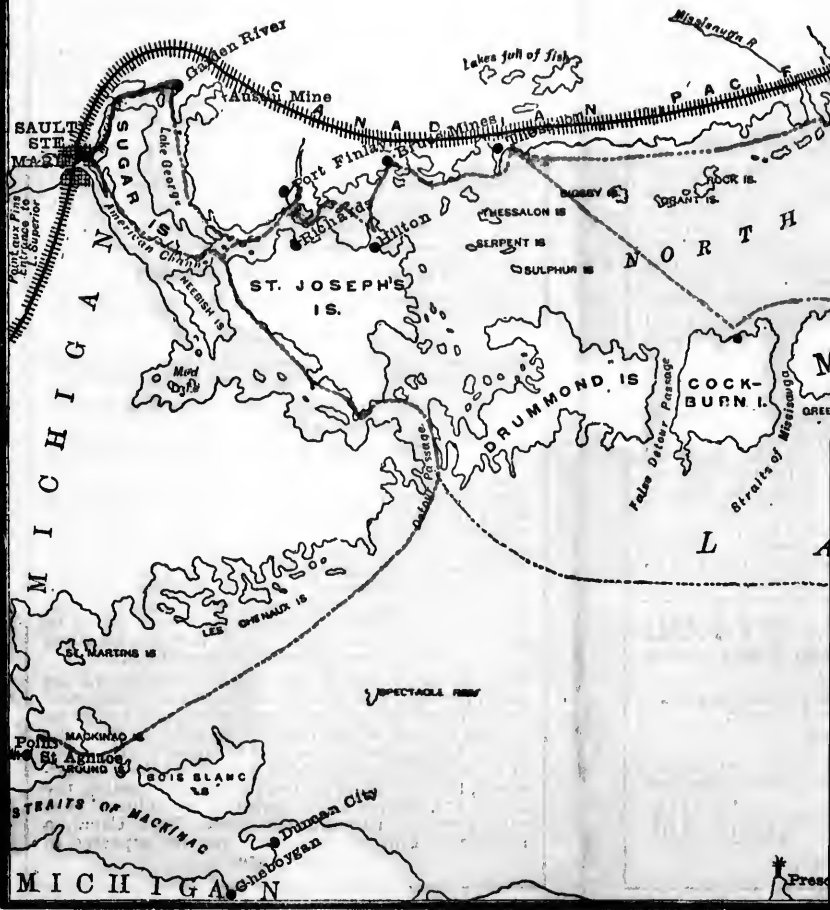
Sault Ste. Marie

is reached, with a population of 4,000 to 5,000, and electric lighted, and destined yet to become one of the principal railway and shipping centers in America. The estimated improvements for this point from the United States and Canadian Governments will amount to upwards of eleven millions of dollars, being expended on the Canadian Ship Canal, Canadian Water-power Canal, Canadian Government Docks, United States Ship Canal and Hay Lake Channel, in addition to which public and private improvements are being pushed on all sides. The railway connections east and west which have recently been completed at this point, connected by the International Bridge across the Sault River, place it in a very commanding position as the base of supplies for the lumbering and mining operations that are so extensively carried on to the north and east. The town is remarkably picturesque, and is already a popular summer resort, and several fine new hotels now erected will provide ample and comfortable accommodation to travellers and tourists who have a few days or weeks to spend at the Canadian Sault. After a short stay the steamer crosses over to the American side. All on board scatter in parties to do the sights, first of which stands the **Great Ship Locks and Canal**, the largest and finest structure of the kind in the world; great vessels pass through two and three at a time, and smaller craft wholesale. The locks are worked by water power, which also supplies power to furnish a brilliant electric illumination at night; the rapids must be run and the town explored.

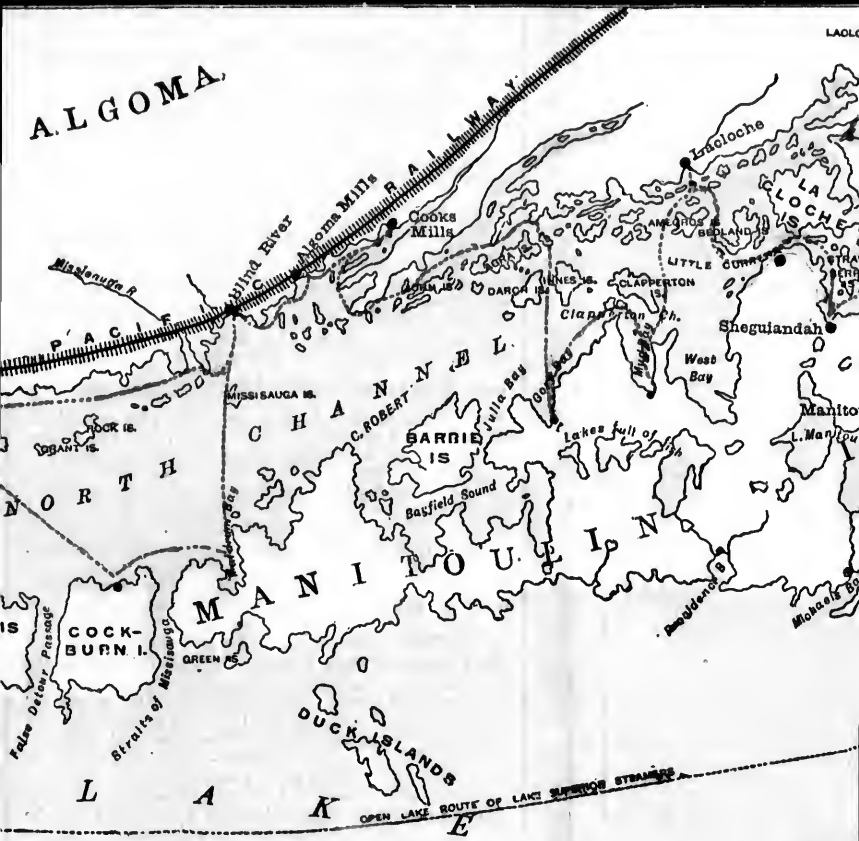
This being the entrance to Lake Superior, is recognized as a point of great importance by the U.S. Government, who are about making improvements involving an outlay of \$9,000,000 in public works, and as the Canadian Government have made a first vote of \$4,000,000 for the Canadian Canal, both towns are showing unmistakable signs of rapid development. There will probably be some of the fine American steamers from Chicago or Buffalo at the dock, which will repay a visit.

On the return trip the steamer calls at **Cockburn Island** and on the occasion of the special excursions during the summer, will proceed via the American Channel past **Sailor's Encampment**, to the south-west of the **St. Joseph's Island**, through **Detour** passage and round the **North-Western End of Lake Huron** to **Mackinac Island**, for which see special notice.

DISTRICT OF ALGOMA

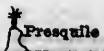


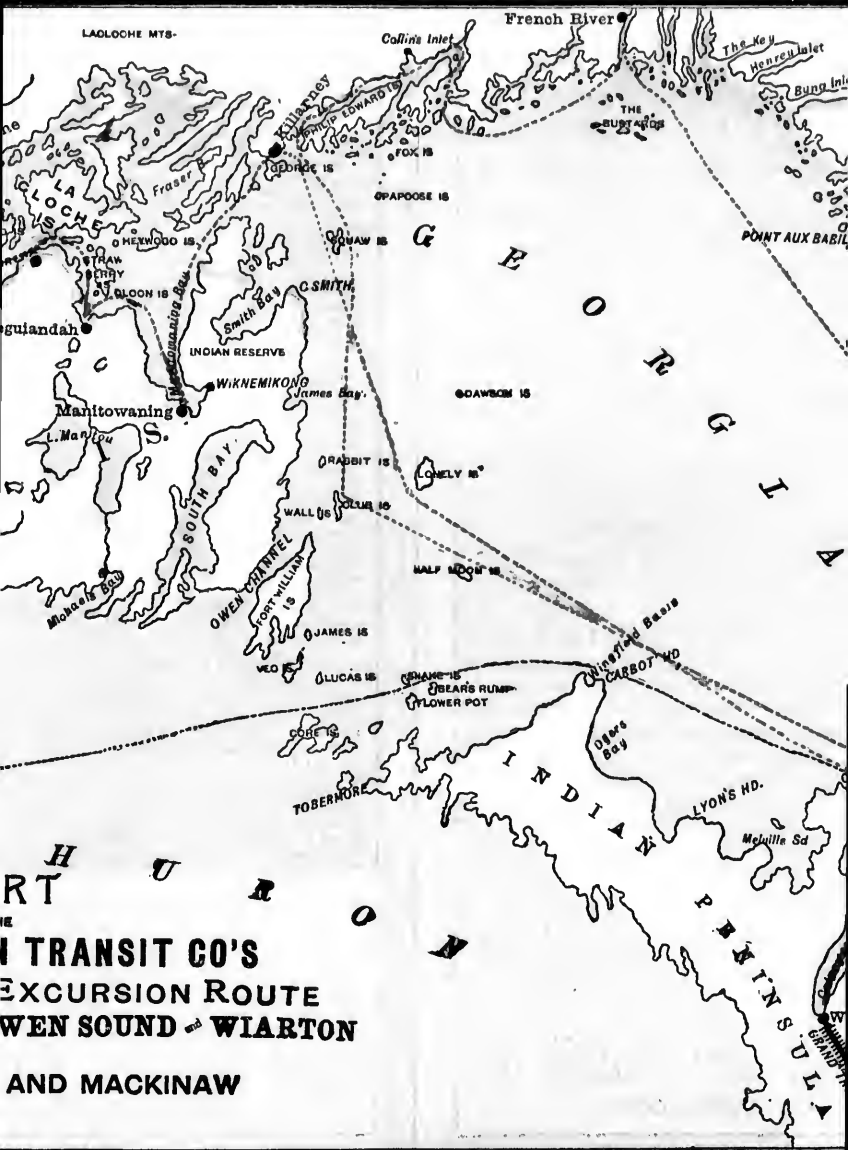
A. L. GOMA,



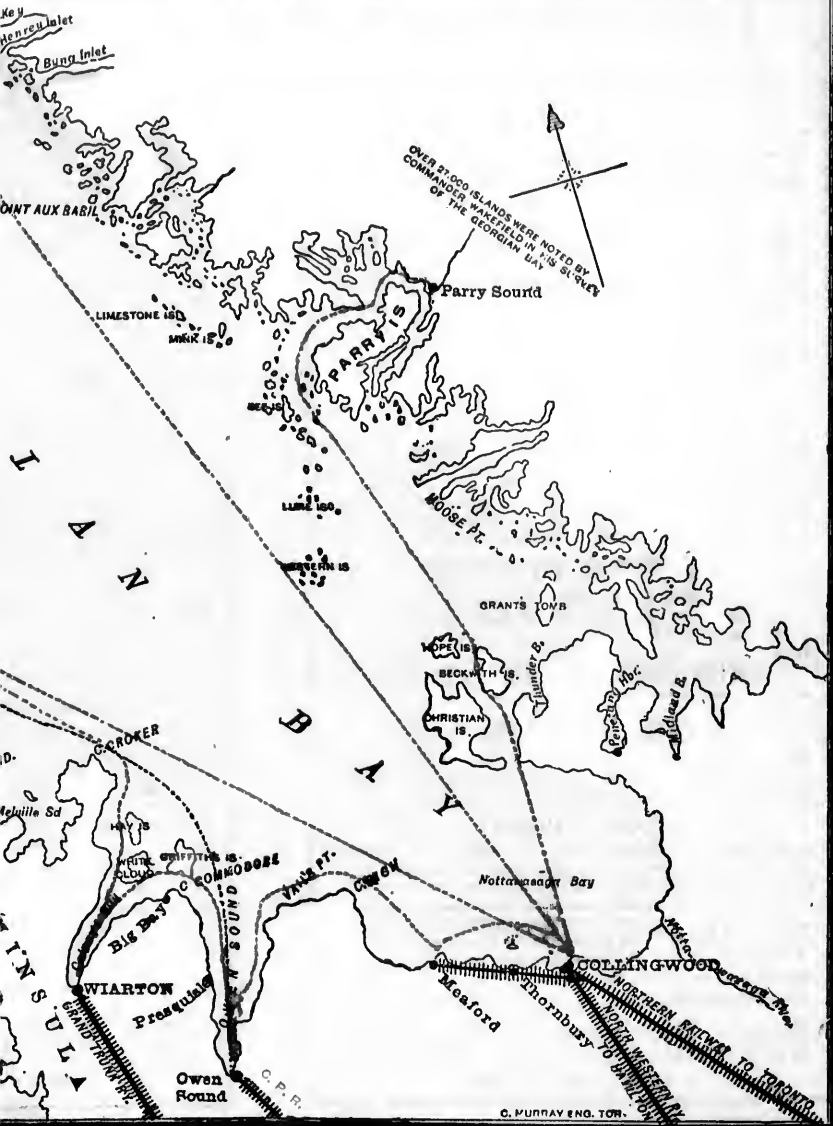
CHART

OF THE
GREAT NORTHERN TRANSCONTINENTAL
FAMOUS MAIL LINE EXCURSION
 Between **COLLINGWOOD, OWEN SOUND**
 AND
SAULT STE. MARIE AND MANITOULIN





**THE TRANSIT CO'S
EXCURSION ROUTE
OWEN SOUND and WIARTON
AND MACKINAW**



OVER 27,000 ISLANDS WERE NOTED BY
COMMANDER WAREFIELD IN HIS SURVEY
OF THE GEORGIAN BAY



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by Applying to

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- TORONTO**, - A. White, District Freight Agt., Board
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" P. J. Slatter, City and District Passen-
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80

The Great Northern Transit Co., Ltd.

COLLINGWOOD SAULT STE. MARIE And PARRY SOUND



TABLE OF DISTANCES

	Miles
Collingwood to Parry Sound	70
Collingwood to Meaford	22
Meaford to Owen Sound	34
Owen Sound to Wiarton.....	30
Wiaraton to Killarney.....	100
Killarney to Manitowaning.....	30
Manitowaning to Little Current.....	20
Little Current to La Cloche.....	12
La Cloche to Kagawong	18
Kagawong to Gore Bay	18
Gore Bay to Spanish River	20
Spanish River to Serpent River.....	27
Serpent River to Algoma Mills.....	8
Algoma Mills to Blind River	8
Blind River to Meldrum Bay.....	21
Meldrum Bay to Cockburn Island	12
Cockburn Island to Thessalon	23
Thessalon to Bruce Mines.....	12
Bruce Mines to Hilton	7
Hilton to St. Joseph's Island	14
St. Joseph's Island to Garden River	27
Garden River to Sault Ste. Marie	12
Sault Ste. Marie to Detour.....	75
Detour to Mackinac Island.....	85
Collingwood to Sault Ste. Marie.....	450
Collingwood to Mackinac	560



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Through Fares and Freight Rates on application to any Agent of the above Companies, or to

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COLLINGWOOD

THOS. LONG, Sec.

CHAS. CAMERON, Mgr.

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"Pacific," "Baltic" & "Atlantic"

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