

of lumbermen who suffered severely from a scarcity of provisions during a winter of extreme severity. The land is of excellent quality—none better in the district. Oats are the chief crop and a most prolific one. In one instance I counted nineteen stalks springing from one root, and as a specimen of the fertility of the soil plucked the four ears now in the Education Office. In the bunch there could not have been fewer than 2,000 grains. After organizing two Sections, we made the voyage to the foot of Ah-mik Lake in a "dug-out." The lake is an expansion of the Maganetanwan River, and for picturesque scenery can scarcely be surpassed. As we paddled over its clear waters, lovely views were continually opening up to our delighted gaze. Too soon our "Charon" landed us in the Township of Hagerman. A walk of nearly four miles through a sparsely settled district brought us at dusk to Newcombe Post Office where we spent the night. Close by is Whitestone Lake, abounding in excellent trout, bass and pickerel. Even an impatient man can here have good success as a fisher.

Next morning, through rain and along muddy roads, we "plod our weary way," but are at length compelled to take shelter in a way-side house until the storm abates. At one o'clock we reach McKellar Falls, ten miles from Newcombe. The formation of a School Section five miles distant from the Falls, and the examination of two candidates for teachers' certificates, complete the week's work.

Refreshed by the rest of the Sabbath, we start on Monday, the 23rd August, for Waubamik, seven miles off. Thence a rapid walk of five miles eastward brings us to the School at Hurdville, near Manitowabin Dam. After inspecting the School, and examining two candidates for certificates, we return after dark to Waubamik. Next day we reach Parry Sound. On Wednesday, Mr. M. inspected the School in Carling, eleven miles distant, and the writer attended to the Parry Sound School and other duties. We left the district with very favourable impressions. The settlers are intelligent, sober, industrious and contented. Though struggling with the difficulties incident to all new settlements, they are mindful of the education of their children. Their School-houses are on the whole highly creditable to them, and there is no difficulty in obtaining a site of the required area. A tax of twelve mills in the dollar for School purposes is not unusual, and shows the desire for Schools and the need of the liberal aid of the Department in supporting them. Such aid is deeply appreciated. If assistance could be granted to build School-houses an immense impetus would be given to the cause of education in new Townships. To a few settlers engaged in clearing their farms, the expense of erecting a School-house and paying the salary of a teacher is a heavier burden than they can well bear.

On the evening of the 26th August we again left Collingwood, this time by the "Frances Smith," and arrived the following afternoon at Killarney, a small village in the Township of Rutherford, on the north shore of Lake Huron. Here Mr. M. remained to organize a School Section. A run of about two hours from Killarney took me to Little Current, in the Island of Manitoulin. Grand Manitoulin is said to be the largest island in the world in fresh water. It extends in extreme length, from east to west, almost as far as from Collingwood to Hamilton, and in extreme breadth, from north to south, nearly as far as from Hamilton to Toronto. It contains a dozen townships between Lake Wolsey (part of Bay Field Sound), on the west, and Manitowaning and South Bays on the east. The Indian Reserve lies to the east of these bays, which are separated by an isthmus between two and three miles across. Deep bays indent the shores of the island. Besides those named, there are on the north Honora, Mudge and Gore Bays; and on the south, Michael's, Providence and Portage. At all these points there are settlements. The lands in the interior are also being rapidly taken up. The great drawback to still more rapid settlement is the want of good roads. The principal highway leads from Little Current, through Howland and Shequandah, to the Village of Manitowaning, thence through Assinack and Tehkummah to Michael's Bay. There are several large lakes in the island, the principal being Ka-ga-wong, Min-demo-ya and Manitou. The last named is the largest. It has no feeders but a considerable stream (Manitou River) flows from its southern point to Michael's Bay. The summer evaporation must be very great. Its elevation above Manitowaning Bay is 150 feet. Notwithstanding its losses, it maintains its level. How is it supplied with water?

After leaving Killarney, Mr. Miller visited Mudge and Gore Bays, and the settlements at Spanish and Thessalon Rivers, on the north shore, and Hilton and Sailors' encampment in St. Joseph's Island. He returned to Little Current with Capt. McGregor, of the "Seymour," who had in some instances kindly waited for him until he made the necessary arrangements for organizing a Section. We proceeded together to Manitowaning, a small village on a deep bay of the same name. After conferring with the Trustees of two Sections, we left for Sims' Cove, on South Bay, about seven miles distant, but

stayed overnight with a settler four miles on our way. Next day it took us ten hours to sail eighteen miles in a straight course. In going down South Bay we tacked five times. Mr. M. returned by land the following day through the Townships of Tehkummah, Sandfield and Assinack. The road was obstructed with stones and logs, and his "Rosinante" was an obstinate raw-boned animal possessed with a determination to crush his rider's legs against the trees or dash his head against the overhanging branches. The return voyage was very exciting. The lake was very rough, and the wind dead ahead. Our open boat was heavily laden with lumber, salt, fish, furniture and passengers. The first attempt to reach the lake failed, the owner of the boat, an old sailor of the Royal Navy, deeming it prudent to tack into the Lighthouse Cove. A second attempt made in the afternoon was successful, and we went bounding over the waves at a spanking rate until we were half-way up South Bay, when the wind died away, and we had to finish the voyage with oars. After an interview with Mr. Stewart, the teacher of No. 1 Assinack, I accompanied the Rev. Mr. Finlay, a fellow "voyageur," to his boarding-house, which we reached at 11 P.M. Next morning met my colleague at Manitowaning, and after copying a map of the island, kindly lent us for that purpose by Mr. Phipps, and organizing a Section, we walked to Manitou Lake, and after dinner set sail for the Township of Bidwell. The wind failed us, and we did not land till 10 P.M., after rowing about seven hours. Two or three biscuits and a drink of lake-water sufficed for supper. Our boatman's son and a young lad then guided us through the woods with torches to the nearest farm-house, where we spent the rest of the night. The prospect next morning was not a cheerful one. The rain was pouring down, and we had a walk of several miles through the clearings and woods before us. We tried to meet our fate with a cheerful face. We visited several of the settlers but were not successful in establishing a Section. At noon the weather cleared up, and we hired a wagon to take us to Little Current, ten miles distant. The road was wretched, but a warm sun dried our clothing, and brightened our faces as well as the landscape. The quality of the land through Bidwell and Howland is various, some being excellent and some very inferior. By hard driving we arrived at the Current in time for the writer to leave by the "Frances Smith" for Bruce Mines. Mr. M. remained, to take the "Seymour" to St. Joseph's. After a stormy passage, Bruce Mines was reached early in the morning of the 4th Sept. We landed in darkness and rain, and had some difficulty in finding the hotel. As we passed through the village we wondered at what we supposed to be immense banks of sand. Daylight showed them to be hills of pulverized quartz, from which the copper had been extracted. The mines are worked by the West Canada Mining Company of England. The manager, B. Plummer, Esq., kindly showed us over the works, and explained the various steps in the preparation of the ore for transportation to Swansea, where it is smelted. The shafts extend to the depth of seventy fathoms. Mr. M. had joined me at the Mines, which we left on the 7th Sept. in a sail boat for the south end of Sugar Island, where I stayed. Mr. M. rowed sixteen miles farther to Sailors' Encampment, in St. Joseph's, and returned at 11 P.M. We slept that night on board the American steam barge, "Egyptian," and after a run next morning of about five hours through Bear Lake and Lake George, saw the two towns of Sault Ste. Marie. The rapids between the towns are half a mile wide and three-quarters of a mile long, with a descent of 22 feet. The canal by which the rapids are avoided is on the American side. Close to it a great lock, 515 feet long, 80 feet wide, and 18 feet lift, is in course of construction. Our Sault Ste. Marie is the capital of the Algoma District. It is a scattered town. His Honour Judge McCrae and the Anglican and Roman Catholic Bishops reside here. A large R. C. cathedral of stone is in course of construction. We regretted being unable to visit the Shingwauk Home, an Indian school under the management of the Rev Mr. Wilson. After inspecting the school in the village and in the Township of Kerah, we left by steamer "Chicora" for Prince Arthur's Landing. The passage was very stormy, and we felt inclined to be quiet. We touched at Silver Islet. The island where the celebrated silver mines are worked lies about a quarter of a mile from the shore. It is owned by an American Company, and is reported to yield about \$4,000 worth of ore a day. A run of about twenty miles and we pass the great headland of Thunder Bay, towering 1,350 feet above the water. Passing between Thunder Cape and Pie Island, which has an elevation of 850 feet, we enter Thunder Bay, and our staunch vessel soon glides up to the dock of Prince Arthur's Landing—the "Silver City" of the north shore. It is the County (?) town of the municipality of Shuniah, which comprises the Town Plot of Prince Arthur's Landing, seven townships, and the adjacent islands. It is beautifully situated on a gradually rising slope facing the south. The population is about a thousand. There are several churches, a considerable number of stores, a couple of banks and a Court house. It supports a lively local newspaper, the Thun-