mer tourists in search of beautiful scenery, and to enjoy the facilities offered for sporting and fishing which are unsurpassed in any part of America. It will be remembered that for 200 years this region of water and rock has formed as it were a barrier between civilization and the grand North West Territory; but now it is known that whilst for 100 years past the Hudson Bay Company and the North-West Company have been sending millions worth of goods into the North West, and millions worth of furs out of the North West by this route, all those millions multiplied would only form a unit in comparison with the untold wealth that lies hidden among the rocks and islands of these great mineral regions, so long passed over and neglected. Now, however, hundreds of miners are pouring into this region in search, and not a fruitless search, of the riches that have so long lain hidden, and thousands will follow, and find employment and wealth for themselves, and give employment and wealth to hundreds of thousands of agriculturists and manufacturers in supplying them with food and manufactured goods and working implements. In fact it would appear as if a kind Providence had deposited an immense inheritance to the credit of the great North West, to be drawn upon and expended to the advantage of this highly-favored land, when she should become wedded to civilization, and not till then. The time has now arrived, and Manitoba will enjoy the firstborn's share of this great deposit, and if her sons only use the fortune placed at their disposal with industry, energy and intelligence, they will soon have no reason to envy the prosperity of the greatest and most prosperous of their most favored rivals on this continent.

I found the roads over the various portages along the route in first-rate order, very good buildings erected for the accommodation of travellers, with plenty of good provisions in store to be sold at cost price with freight added. Good waggons and horses are ready to convey passengers and freight across from one boat to the other. The road from Shebandowan to Thunder Bay 17 miles in length, is as fine a macadamized road as can be found; the bridges of which there are several are very fine, substantial structures, the buildings commodious, clean, and well kept. The drive over the road, which occupied nine hours, including stoppages, was a real pleasure drive, the grand scenery of mountain, rock, and valley, the beautiful streams with their marginal glory of autumnal foliage, the picturesque maple, mantled in gold and crimson tints, the stately pine, in his lordly grandeur of emerald green, guarding the modest mountain ash, bowing down gracefully under its glowing weight of scarlet berries, all added a charm to the scene, that no pen or language can describe, and when, from an elevation of a thousand feet, the view of that inland ocean, Lake Superior, burst on the sight, with the autumn sun kissing the glistening waters as he seemed to sink to rest beneath their placid surface, it was a sight never to be forgotten. The town that has sprung up at Prince Arthur's landing, as if by magic, is now of very considerable extent; it is larger than Winnipeg, and all within eighteen months, will convey a faint idea of what progress is being made in the advancement of civilization in our direction.

At Thunder Bay we got on board a magnificent new steamer, the "Manitoba," and started for Collingwood. The "Manitoba" is, without any exception, the finest boat on the lakes, and very few steamers, even on American or Canadian rivers, surpass her for real comfort. It usually takes between two and three days to make the trip to Collingwood, thence by the Northern Railway to Toronto. I was delighted to see large numbers of men employed in fishing and curing fish on the lakes their houses built on the