

western railway system of the United States. It was at the Sault, in 1671, that Father Allouet planted the cross and took possession of the country in the name of the French King, Louis XIV. The influence of these early Jesuit missionaries is still potent among the Indian tribes, even as far west as the Rocky Mountains.

Leaving the "Soo," a short sail brings us to the head of the St. Mary River and the entrance to Lake Superior. This lake, which the Indians call "Gitchee Gumee," or Big Sea Water, covers an area of 33,000 square miles. It is about 400 miles long by 160 broad. Its shores are almost uninterruptedly rock bound, the cliffs varying from 200 to 1,500 feet in height, the north or Canadian side being pre-eminently grand and rugged. On the southern side, the objects of interest are the Pictured Rocks, Porcupine Mountain, the Twelve Apostles' Islands, and the Town of Marquette, the seat of the rich iron trade of the region, and the distant City of Duluth, in Minnesota. The steamer takes its course directly across the widest part of the lake, and less than

circumscribed space of about eighty feet square, untold wealth of precious metal was to be got out of the mine, and for a time the yield indeed was enormous. But we now pass the magnificent headland of Thunder Cape, which rises grandly into a high bold wall of quartz, nearly 15,000 feet above the lake, and steam to moorings in the thriving modern Town of Port Arthur.

## TORONTO & ST. THOMAS LINE.

To Detroit and Chicago.

From Toronto to St. Thomas, where the Canadian Pacific Railway Line joins the Michigan Central Railroad, one of the most beautiful and thoroughly cultivated districts in Canada is



OWEN SOUND, ONT.

twenty-four hours' sail brings us within sight of Isle Royale and the lofty purple promontory of Thunder Cape. The whole north shore, as we have said, is wild and rugged, with beautiful bays and lovely islets, as well as innumerable streams that force their way over the rocky barriers. The region about Nipigon Bay, which extends for many miles between the rocky islands and the dark frowning cliffs of the mainland, is perhaps the wildest and most picturesque portion of the lake shore. Here, could we visit it on the present trip, the visitor would find himself in the region where fire, earthquake and volcano have rent and melted and hurled about the strata near the surface of the earth in the most grimly playful of moods. To the sportsman, whether with rod or gun, the artist, the geologist, or the pleasure-seeker, this wild archipelago presents unrivalled attractions. The whole region of the north shore of Lake Superior is understood to be rich in minerals. Near to Thunder Bay, which the steamer enters to make for Port Arthur, is the once renowned Silver Islet. This insignificant speck upon the surface of the lake some years ago attained great importance in the estimation of the mining companies, for within its

traversed, and many famous stock and dairy farms occur. Evidences of wealth and prosperity are everywhere visible.

The principal stations are Milton (pop. 1,200), Galt (pop. 7,500), Ayr (pop. 5,000), Woodstock (pop. 5,000), and Ingersoll (pop. 4,000), all important manufacturing places, as well as market towns for the rich districts surrounding them. At Woodstock a new branch line of the C. P. R. diverges for London (pop. 15,600) 27 miles distant.

St. Thomas, the terminus of Credit Valley Division, has a population of 10,000, and is a manufacturing town and railway centre. From here the train takes the Michigan Central Line to Detroit and Chicago. Connections are also made with Port Stanley, a delightful little spot, perched on a hilly pinnacle, on the northern shore of Lake Erie, and a place very much resorted to by the denizens of St. Thomas and surrounding country. The City of St. Thomas is nicely situated on a horse-shoe ridge, and presents a commanding appearance. Its manufacturing and mercantile interests are conducted with that push and energy so characteristic of western life.

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