

OVER THE GREAT LAKES

How the War is Helping Us to Learn More of Our Country

Most Americans—and the phrase includes the people of British North America—know the Great Lakes by a glance at their fringes, a recollection of the school geography and current talk of the wheat which goes over these inland waters every year. While Columbus of old discovered America, it has taken the great war to stir the modern Columbus sufficiently to discover the charms of cruising the Great Lakes, part of the 80,000,000 acres of water which help to make the area of Canada. For years we have discussed the Great Lakes but travelled instead the Atlantic, Pacific and Mediterranean. We have advertised abroad for tourists to cruise our inland waters without having ourselves learned the vacation value of the goods we were advertising.

Since the war commenced the ocean has become thick with belligerent terrors and Americans have been compelled to learn more of their own continent. Therein is the reason for the heavy passenger traffic over our railroads to the prairies, to the mountains, to the seaboard, to the lakes. For years, the Grand Trunk Railway, for example, has run excellent steamship specials to Sarnia, to connect with the substantial liners of the Northern Navigation Company which ply across Lakes Huron and Superior. Yet only during the past two years has the patronage of the instructive trip from Detroit or Sarnia to Duluth and back, risen to the excellence of a model Great Lakes cruise. Last year Canadians commenced in serious numbers to learn the Great Lakes at first hand. Tourists from the United States in greater numbers also came to Canada for the same reason. Now the traffic flow has begun, only each winter will temporarily stop it.

Minus and Plus.

With three Canadian-built steel liners ranging from gross tonnage of 3,329 to 6,905, the Northern Navigation Company, a Canadian corporation, is giving the business man and the pleasure seeker a trip which only this continent can give. From Sarnia to Duluth and back is 1,600 miles. The journey has all the advantages of an ocean trip, minus the salt air, but plus the notable advantage of a stop at a port every day to stretch newly acquired sea legs on land again for a few hours. So that marine monotony may not develop, the longest jaunts across Lakes Huron and Superior are made during night. Then the traveller is sleeping a sleep which only a clear mind, fresh air, sunshine and good meals will bring.

After the run across Lake Huron, a trip of about 200 miles, there is the journey through St. Mary's River, one of the most picturesque parts of the entire cruise. Then acquaintance is made with the canals of Sault Ste. Marie, where the 6,000-ton liner is lifted in 10 minutes to the level of Lake Superior, which, as we learned at school, is the world's largest lake. At Port Arthur, while the vessel is doing its important part in the movement of freight, a side trip is taken to Kakabeka Falls. Someone has termed them the Niagara of the North, unfair, because Kakabeka Falls have a style, colour and magnetism distinctly their own. From Port Arthur the Northern Navigation boats travel to Fort William and then to Duluth, the iron city, which between its duties as one of the greatest inland ports, has many picturesque spots to show the visitor.

Mountain Climbing.

The return trip to Sarnia or Detroit is varied by an excursion at Port Arthur to Mount McKay. While this eminence does not claim relationship with the Rockies or the Himalayas, it holds its head sufficiently high—1,600 feet—to give the average man a good deal of thought during the ascent, as to how well his muscles used to work in days gone by. On one mountaineering expedition of which we know, only 6 of 60 starters managed to master the 1,600 feet. One was a lady, Miss Jenkins, of Wyoming, Ontario, the social hostess of the S.S. Hamonic, of the Northern Navigation Company. Which brings us to still another innovation on these Great Lakes cruises, namely, someone to see that a shipful of companionable people do not ramble decks for three days, as on an ocean trip, before they can sufficiently overcome their natural reserve to say even "Good morning." The social hostess, we believe, is a Canadian-made idea. As befits a

trip over our lakes, in a boat Canadian made, the social hostess is also Canadian maid. The difficulties of acting as the social representative of a navigation company to a different crowd of tourists every week for a whole summer are obvious. The best testimony to the manner in which Miss Jenkins, of Wyoming, Ontario, performs the arduous task, is the universal verdict of the season's passengers that she is "just the girl for the job."

Dignity and Democracy.

Captain A. L. Campbell is the master of the S.S. Hamonic and away up on his bridge, he is not as distant to the humble traveller as are most ocean liner captains. Captain Campbell, for instance, is willing upon occasion, to consider as part of his daily duties, the act of being photographed with a nautically inclined child, so that the infant's howls to be photographed as first mate may be quieted. In short, the captain—and the same applies to those who pilot the sister ships Noronic and Huronic—is a judicious combination of inland marine dignity and American democracy. He is a good mixer without forgetting that his first job is captain and his first care, the safety of his passengers. Modest as he is, there is a story of iron nerve which clings to him, regarding the manner in which he handled his boat in the terrible lake storm of a few years ago, at a season, of course, when summer vacations have been forgotten.

The Northern Navigation Company's Great Lakes cruise is one of the few trips of its kind in which the performance is better than the advance description. Every effort is made to satisfy the exacting traveller of the twentieth century. That the company is successful in doing this is the best advertisement it can have. It ensures that an endless crowd will decide to see Canada and the Great Lakes first.

EDMONTON, DUNVEGAN RAILWAY'S BOND ISSUE

An issue of \$2,420,000 4½ first mortgage gold bonds of the Edmonton, Dunvegan and British Columbia Railway Company unconditionally guaranteed, both as to principal and interest by the province of Alberta, is being made by Messrs. Breed, Elliott and Harrison and the Provident Savings Bank and Trust Company, Cincinnati. The bonds are \$1,000 denomination and are due October, 1944. They are offered to the public at 84.56 and interest, yielding 5.60 per cent.

CANADA'S WEEKLY BANK CLEARINGS

The following are the returns of Canada's bank clearing houses for the weeks ended August 31st, 1916, and September 2nd, 1915, with changes:—

	Week ended Aug. 31, '16.	Week ended Sept. 2, '15.	Changes.
Montreal	\$ 54,554,604	\$ 49,393,867	+ \$ 5,160,737
Toronto	43,438,469	32,525,308	+ 10,913,161
Winnipeg	40,132,678	15,944,597	+ 24,188,081
Vancouver	6,815,502	5,564,629	+ 1,250,873
Ottawa	3,982,030	3,279,278	+ 702,752
Calgary	4,070,172	2,441,230	+ 1,628,942
Quebec	3,331,991	3,259,340	+ 72,651
Hamilton	3,236,516	2,811,904	+ 424,612
Edmonton	1,690,226	1,779,653	— 89,427
Halifax	1,754,498	1,646,272	+ 108,226
London	1,452,059	1,660,176	— 208,117
Regina	2,042,862	1,226,715	+ 816,147
St. John	1,535,385	1,463,886	+ 71,499
Victoria	1,848,070	1,197,004	+ 651,066
Saskatoon	1,091,820	662,067	+ 429,753
Moose Jaw	874,024	706,395	+ 167,629
Brandon	469,152	433,053	+ 36,099
Brantford	523,193	423,123	+ 100,070
Fort William	643,387	302,860	+ 340,527
Lethbridge	569,745	328,548	+ 241,197
Medicine Hat	321,594	150,189	+ 171,405
New Westminster	271,870	248,463	+ 23,407
Peterboro	444,559	362,662	+ 81,897
Totals	\$175,094,406	\$127,811,219	+ \$47,283,187
Sherbrooke	484,775		
Kitchener	341,326		