

eye and the long-tailed duck or old squaw. Grouse or partridge is common throughout Ontario. Its varieties are the ruffed grouse, the most common, and the spruce partridge, which is smaller and darker. Plover and snipe frequent the Bay in autumn for a few weeks before migrating to the south. There are large black ravens which often become quite tame, which frequent the camps of the lumberers and are made pets of by the hardy axemen. Humming birds of exquisite plumage are seen among the flowers, and the melancholy cry of the whippoorwill comes through the woods at night.

The Georgian Bay, although called a bay, and small compared to the greater lakes, is, nevertheless, a considerable lake, being 120 miles in length and fifty miles in breadth. An educated Indian, Assikinack, as Mr. Hamilton relates (p. 93), expresses the opinion that his remote ancestors entered America from Asia through what is known as Russian America. Some parity between the religion of the red men and that of the Hindoos appears to bear out this opinion. The modern history of the Indian countries, especially the introduction of Christianity and civilization is more interesting to us. It is well known how heroically the early missionaries contended against the ignorance and prejudices of the ferocious natives. Mr. Hamilton gives a deplorable instance of the violence with which the efforts of the apostolic men were resisted. We give room for a passage as it shows how warmly our author sympathizes with those devoted missionaries who laboured so zealously to promote the spiritual and temporal well-being of the wild and cruel aborigines. "Near a place called Midland, on the east of the Georgian Bay, is the site of the old Fort Ste. Marie on the Wye, occupied by the Jesuit Fathers and their Huron converts 243 years ago. Twenty miles from this fort are the Christian Islands to which the fathers were driven by the ferocious Iroquois who still pursued and harried them to destruction. Here, too, are the remains of another Fort Ste. Marie, put up by the fugitives on the Island. History has no sadder tale than that of the weary exodus from the rude wilderness home they loved so well, across the waters, under the com-

mand of Father Ragueneau, on the 14th of June, 1640. The flames flew up over the Fort and refuge they left, consuming in half an hour the work of nine or ten years. They passed down the Wye into the Bay only to meet more trials, disaster and death." (p. 32.)

It is matter for congratulation that the forest rangers, 100 in number, appointed by the Ontario Government, are succeeding in the discharge of the important duty laid upon them of preventing the destruction of the woods by fire. Their labours, together with the economy now resolved upon by the lumber merchants of allowing the younger trees to grow to maturity, must be greatly to the advantage of all concerned, affording a permanent source of profit to individuals and the country. In order to show the importance of the lumber trade reference may be made to the report (1881) of the hon. Commissioner of Crown Lands, quoted by Mr. Hamilton. The total collections of the Government for 1891 in the woods and forests branch of the Crown Lands department throughout Ontario amounted to \$1,022,618. In 1892, the pine on some limited areas, north of Georgian Bay, together with timber in other districts was sold, the Provincial Treasurer realizing by the sale \$2,250,000. The great timber region of Ontario extends to the north of Lake Abitibi and westward fully 700 miles to the Lake of the Woods and Rainy River country. The town of Rat Portage is at its western extremity and possesses unrivalled water power for saw mills and grist mills. It has, moreover, the advantage of being on the line of the Canadian Pacific Railway between Lake Superior and Winnipeg. The white pine regions, on the other hand, extend eastward as far as the headwaters of the Madawaska and Bonnechere, which rivers largely drain the country east of the Petawawa which is a tributary of the Ottawa. Hence the base line of the timber region of the Province is about 1,000 miles in length. Such sources of wealth encourage enterprise; and, certainly, the Canadians show no want of it,—witness the Canadian Pacific Railway, the Intercolonial Railway, the Grand Trunk Railway and the Ship Canal, sixty miles in length at Sault Sainte Marie, which they are now con-