

## On the Road.

## Away to the North-West.

An urgent invitation to attend the Killarney Epworth League Institute led me to arrange for a trip to Manitoba during the month of July, and inasmuch as the journey is a long and expensive one, it was planned to spend some time in visiting other points in the Prairie Province. Leaving Toronto on the afternoon of June 24th, the steamboat express, in a few hours, pulled up at Owen Sound, within a few feet of the C. P. R. steamer Alberta, which was all ready for the voyage. Those who had never travelled this way before seemed astonished at the size and completeness of the ship, as the Alberta compares very favorably with the best ocean steamers. It is an exceedingly steady going vessel, and supplies every comfort to the traveller. Certainly the most delightful way to go to Manitoba is

by the Great Lakes. No matter how warm the weather, it is always cool on Lake Superior, and there is a plentiful supply of pure air. Those who are going to Winnipeg in September will find this route a charming one. The principal difficulty will be that the accommodation may not be sufficient to meet the demand, as several hundreds will desire to go about the same time.

I was fortunate in having as fellow-travellers, Rev. George Jackson and wife, of Edinburgh, who had been visiting the Conferences in Ontario. We sat at the same table, and enjoyed a number of pleasant talks. Mr. Jackson is a fine story-teller, and is most interesting company. Mrs. Jackson is a typical English woman, cultured, clever, and charming. She seemed to enjoy the trip immensely.

The nights were cold, and passengers were all glad to wrap themselves up in the blankets. Fortunately, there was no fog, and no delay, and the boat was on time from start to finish. During the run up the St. Mary river, it rained continually, so that we had to keep inside, and thus missed much of the beautiful scenery. But even the rain could not prevent the passengers from crowding the decks to enjoy the interesting sights of the Sault, which were to many quite novel.

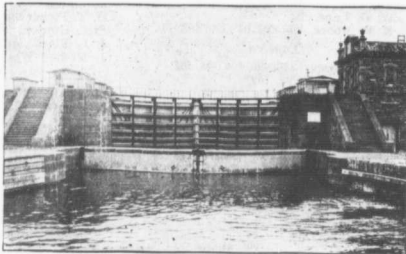
## SAULT STE. MARIE

is a place of wonderful interest just now, largely owing to the marvellous growth and business development which has recently taken place. On the Canadian side there are already manufacturing establishments in operation employing 5,000 men, all under the direction of one great company. Sault Ste. Marie is bound to be a place of great commercial importance. There are those sufficiently optimistic concerning its future to prophesy that inside of the next twenty years it will attain a population of 200,000.

The Alberta does not usually go through the Canadian canal, but lands passengers on the Michigan side of the river. By clearing from an American port she is able to secure coal free of duty, which is quite a consideration. Those who can spare the time to stop off at the Sault will be able to spend a couple of days very pleasantly and profitably.

## THE TWIN TOWNS.

On the second day after leaving Owen Sound our boat comes in sight of Port Arthur, which presents a most attractive appearance from the water, as it is built upon rising ground and shows up to fine advantage. It contains a number of excellent buildings, and several good hotels. The C.P.R. boats only make a short stop here, and go on to Fort William, about three miles further west, where the change is made to the train. Several great grain elevators are located here, and it is the divisional point of the



SAULT STE. MARIE LOCK AND POWER HOUSE.

railway. If the stranger wants to know the population of these two towns, lying side by side, the information which he receives depends altogether upon whom he asks.

A railway man at the Port William depot told me that Port Arthur had 3,000 people, while Port William had a population of 6,000. The figures are usually reversed when a Port Arthur citizen is appealed to. The only thing for the stranger to do, who really wants to know the truth, is to look into his "Wag-horn's Guide," where he learns that the population of Port William is 3,633, and of Port Arthur, 3,997. To the casual observer the latter place is much more likely to become a city, as its location is superior, but the probabilities are that many years will pass before either town will rival Toronto or Montreal.

ances the reduction process is not yet complete. Of course, the churches have suffered by the lessening of their membership, and by that feeling of discouragement which always comes to the people who live in a town which is moving backward. The Methodists have a commodious and comfortable church on a commanding site, and are doing excellent work under the direction of Rev. J. H. Morgan. There are, however, about twice as many churches in the town as are needed, so that it means a constant struggle to keep things moving.

Three meetings were held here; a round table conference for Sunday-school workers at two o'clock in the afternoon, a rally of the children at four, and a lecture in the evening. Considerable interest was manifested in these services. Rat Portage is

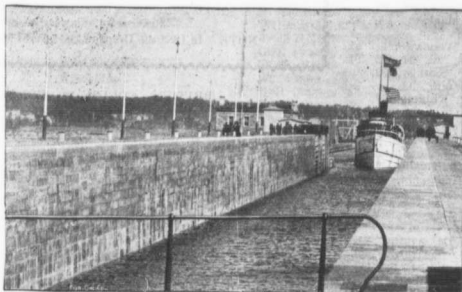
## A SUMMER PARADISE

as it is located upon the Lake of the Woods, which is a rival of the Muskoka Lakes for beauty and variety of scenery. The lake is dotted with islands, the number of which no man knoweth. Most of them are well wooded, and splendidly adapted for summer homes. Many Winnipeg people come here to spend the warm months of July and August.

Procuring a boat, Mr. Morgan and myself rowed over to see Rev. Dr. Young, who is summing on an island not more than a mile from Rat Portage. We found the venerable pioneer missionary looking well, and evidently enjoying his outing. He is one of the youngest old men in Canadian Methodism, and the Epworth League has no truer friend.

## WINNIPEG

is the metropolis of the West, and one of the most interesting cities in Canada. It is built on the prairie, and consequently is quite flat, but the streets are wide and lined by many fine buildings. Since my residence here ten years ago, great changes have taken place, and the population has doubled. Houses which were then on the outskirts of the city are now a long way from the open prairie, and surrounded by many other buildings. The most striking thing about the city to a former resident is the transformation in the streets. There are now several miles of asphalt pavement where there



VESSEL ENTERING THE LOCK, SAULT STE. MARIE.

## RAT PORTAGE

is the only place of any importance between Fort William and Winnipeg. It is a town of about 5,000 inhabitants, which is now suffering a severe reaction from the boom which was experienced a few years ago. In 1898 there were probably seven or eight thousand people there, and it was thought that it would become a city. During the last two or three years many people have gone elsewhere, and according to present appear-

used to be the stickiest of mud, and many of the streets will compare favorably with those of the older cities in Ontario.

Of course, everything is new. While the Toronto Globe republishes articles from its issues of "100 years ago," the Manitoba Free Press dishes up accounts of the happenings of "20 years ago," which for this country is ancient history.

On Sunday is the privilege of speaking in Wesley and Zion Churches to