

change, or the fear of the loss of power by either of the two political parties, will induce a gradual relaxation of the present restrictive system, and there is an indication that such a movement will soon be attempted.

Senator Chandler, of Michigan, who in his terrible anger so often demolishes these unlucky Provinces, has sounded the key-note of the new tariff movement. It is to let the present tariff alone for a year—by which time, of course, the agitation over the Presidential election to be held in 1872, will have fairly commenced. When next year comes, he proposes to unite the west and the south "to make a tariff to suit the people of the United States." The significance of his reference to the "people," is in the fact that he had previously denounced the existing tariff as one made in the interest of New England. He promises then to repeal the entire revenue system, and "to place a horizontal duty upon every article imported into the United States, except spirits, wine, and tobacco." We do not know whether this south western tariff would be less protective than the present, or more favourable to free commercial intercourse with other nations; but if such a movement is made, it will develop a new sectional struggle on a practical and commercial question in which the New England and Northern States will be beaten as certainly as they were successful when the sectional struggle was on a political and social one.

INVESTITURE OF H. R. H. PRINCE ARTHUR WITH THE GRAND CROSS OF THE ORDER OF ST. MICHAEL AND ST. GEORGE.

On Saturday, June 12th, the ceremony of investing H. R. H. Prince Arthur with the Grand Cross of the Order of St. Michael and St. George took place in St. Patrick's Hall, Montreal. A large crowd of visitors had assembled to witness the ceremony, which possessed unusual attractions as being something new in this part of Her Majesty's dominions. At the hour appointed the official personages invited to take part in the proceedings assembled in a private room in the lower part of the building, where they formed in processional order and defiled to the main hall above. First came the master of Ceremonies, followed by the Magistrates and the Corporation; then the members of the Legislative Council, the Legislative Assembly, and the House of Commons, the Judges, the Senators and the members of the Privy Council wearing the Windsor uniform. The Metropolitan and the R. C. Administrator of the diocese in full canonicals came next, followed by the Lieut-Governor of Ontario, the Officer in command of Her Majesty's Forces, and the suite of the Prince. Then came H. R. H. Prince Arthur in the uniform of the Rifle Brigade, and behind him three esquires bearing on velvet cushions the Sword of State, the Insignia and Her Majesty's Warrant. The members of the order of St. Michael and St. George came next, preceded by the officer at Arms. His Excellency the Governor General and Staff closed the procession.

The procession left the waiting room at 2 p. m., and proceeded up the avenue into St. Patrick's Hall to the platform, where they filed off right and left, forming on each side of the throne, and down the whole length of the room. The band of the Rifle Brigade played meanwhile a slow march. His Excellency took his seat on the throne, Lady Young sat on his left, the band in attendance played the National Anthem, and a royal salute was fired by the Royal Artillery. The Officer-at-Arms read the royal warrant addressed to Sir John Young. He then, accompanied by his Esquires, bearing the proper insignia of investiture, preceded His Royal Highness, who was supported on either side by the Knight Commanders of the Order, Sir A. T. Galt and Sir F. Hincks, and advanced towards the throne. The prescribed oath was administered to His Royal Highness, the Officer-at-Arms presenting to the Sovereign's representative the riband, badge and star of a Knight of the Grand Cross.

H. R. H. Prince Arthur knelt down before the throne, and the Governor General drew his sword and crossed Prince Arthur's back, and afterwards placed the badge of the order on his shoulders. His Excellency then pronounced the admonition enjoined by the statutes of the Order, delivered to His Royal Highness the Royal license and authority to wear the insignia, and a copy of the statutes of the order, which were handed by Lady Young. His Excellency proclaimed that the investiture was complete; a second Royal salute was fired; the band played a slow march; the procession reformed in the order in which they advanced, and returned to the waiting room.

THE VILLAGE OF STE. MARIE.

On the northern shore of the Sault Ste. Marie, the outlet of the waters of Lake Superior into Lake Huron, stands the small Canadian village of Ste. Marie, the half-way point between Collingwood and Thunder Bay. The *Toronto Telegraph*, in a recent issue, gives the following account of the colonization of the country about the Sault:—"The Sault Ste. Marie historically is one of the most ancient names connected with civilization in the northern part of the continent. Long before the Pilgrims landed on the shores of New England, a small company of Pilgrim Jesuits made their way up Lake Huron, and pitched their little settlement at the foot of the rapids, to which they gave the name of Sault Ste. Marie, which by interpretation means "the Leap of the Holy Virgin." And for nearly three hundred years the Sault has continued to be the seat of a Jesuit settlement. The reason for the Jesuits settling in this locality was the fact that it was headquarters of the Chippewa Indians. For the most part the Indians have disappeared. A miserable chief is to be seen now and again, with the ragged leggings of his pants ornamented with bead work, and a bead belt fastening his ragged coat, going about begging for surreptitious doses of whiskey. A few half-breeds loaf around and fish a little, and that is about all the indication to be seen here, telling of the fact that the Sault was once the great rendezvous of the mighty Chippewas.

"In 1870, the Sault was taken possession of for France in this wise. Two hundred years ago, St. Lussou was here with his men, fifteen in number. Among them was Louis Jolie;

and Indians were fast thronging in from their wintering grounds, attracted as usual by the fishery of the rapids, or moved by the message sent by Perrot—Crees, Monsons, Arriekoues, Nipissings, and many more. When fourteen tribes or their representatives had arrived, St. Lussou prepared to execute the commission with which he was charged. At the foot of the rapids was the village of Santers; above the village was a hill, and hard by stood the fort of the Jesuits. On the morning of the fourteenth of June, St. Lussou led his followers to the top of the hill, all fully equipped and under arms. Here, too, in the vestments of their priestly office, were four Jesuits. All around the great throng of Indians stood or crouched, or reclined at length, with eyes and ears intent. A large cross of wood had been made. Dablon, in solemn form, pronounced his blessing upon it, and then it was reared and planted in the ground, while the Frenchmen uncovered and sang *Vezilla Regis*. Then a post of cedar was planted beside it, with a metal plate attached, engraved with the Royal Arms, while St. Lussou's followers sang the *Exaudiat*, and one of the Jesuits uttered a prayer for the king. St. Lussou now advanced, holding his sword in one hand, and raising a sod of earth, proclaimed in a loud voice:—"In the name of the most high, mighty, and redoubtable monarch, Louis fourteenth of that name, Most Christian King of France and Navarre, I take possession of this place, Sainte Marie du Sault, as also of Lakes Huron and Superior, the Island of Manitoulin, and all countries contiguous and adjacent thereunto, both those that have been discovered, and those which may be discovered, in all their length and breadth, bounded on the one side by the seas of the north and west, and on the other by the seas of the south, &c. Vive le Roi!" The Frenchmen fired their guns and shouted, "Vive le Roi!" and the yelps of the astonished Indians mingled with the din, and the play ended by the Indians tearing down the Royal Arms and insignia as soon as St. Lussou left. To the Jesuit settlement succeeded Fort Brady, which was founded by the American General of that name, and for a long time Sault Ste. Marie, on the American side, remained a mere Jesuit and hunting station.

THE SAULT STE. MARIE CANAL AND PURGATORY LANDING.

Previous to the opening of the Sault Ste. Marie Canal in 1855, travellers desirous of passing from Lake Huron to Lake Superior were compelled to portage across the main-land in the vicinity of the rapids. The straits, 63 miles in length, commence on the Lake Superior side with a fall twenty-two feet in descent within three-fourths of a mile—offering an insurmountable obstacle to the through navigation of the straits. The remainder of the straits is navigable to vessels drawing eight feet of water. A canal would have allowed of easy and safe through navigation, and so Congress offered the State of Michigan 750,000 acres of land to construct a canal around the rapids. The State, in turn, agreed to give these lands, free of taxation, for five years, to Erastus Corning and others, on condition that the canal should be completed by the middle of May, 1855. Corning fulfilled his part of the contract; and the canal formed the last link in the chain of communication between the great lakes of the west. The canal is especially remarkable for the superiority of the work about it, and also for the size of the locks, which are said to be the largest in the world. The combined length of the two sides and wings of the two locks together is nearly one-third of a mile, all of solid masonry, 25 feet high, 10 feet thick at the base, with buttresses at every twelve feet six feet in width, all faced with cut white limestone. The gates are each forty feet wide. The canal is 100 feet wide at the top of the water, and 115 feet wide at the top of its banks. The main body of it was excavated through solid rock, to a depth of 13 feet. Our illustration of a section of the canal, showing the "Chicora" lying between locks, is leggotyped from a sketch by our special artist, Mr. Armstrong, of Toronto.

On another page we give an illustration of the scene at Purgatory Landing on the morning of Sunday, the 12th of May, when the stores assembled at this point were in course of transfer to the "Chicora" for shipment to Thunder Bay. The "Chicora" was at this time lying off the Landing, and the stores were taken on board her in small boats and scows. In the foreground of the illustration is shown the tug "Pioneer" towing out a scow and several boats, laden with stores, to the "Chicora." Purgatory Landing is situated on the Canadian side above the Ste. Marie rapids, and is generally the point of departure for Canadian vessels bound for Fort William.

CACOUNA.

All who can afford to indulge in the luxury, endeavour to escape the sweltering heat of the inland cities; and spend at least a few weeks during mid-summer within range of the salt sea breeze. The Lower St. Lawrence and the nether Provinces of Canada furnish natural facilities for many hundreds of watering places. Some of them have been already utilised; many more await the completion of the Intercolonial railway to secure for them quick and certain communication with the outside world; and others lie idle for the want of some enterprising man to trumpet their merits and make the beginning of their fame. Cacouna, of which we give an illustration in this number, has been highly favoured; having become, in fact, the fashionable watering-place of Canada. Some twenty or twenty-five years ago, we believe the Hon. Mr. Ferrier of this city, with that keen, practical judgment which has generally guided him, pitched upon Cacouna as a desirable summer resort; and, though for many years but few others were attracted to it, still its fame gradually spread, until some ten or twelve years ago it reached acknowledged preeminence. It is situated on the south shore of the St. Lawrence, a hundred and twenty miles below Quebec and directly opposite the *embouchure* of the great river Saguenay. The distance from the Riviere du Loup G. T. Railway Station to the Village, is about seven miles; from Riviere du Loup wharf, some five or six miles. Intending visitors going down by boat are landed at Riviere du Loup and driven thence by carriage, there being no wharf or boat landing at Cacouna, the ebb and flow of the tide, together with the nature of the river bed being such as to preclude the construction of a wharf, except at enormous expense. At this point the noble St. Lawrence is upwards of twenty miles broad, and the fresh water of the Upper Lakes are almost entirely lost in the briny billows borne up from the Atlantic. It is in fact the seaside imported inland for the convenience of Canadian tourists. The scenery around Cacouna is such as to be very enjoyable to the usual denizen of the crowded city.

The Village now contains many summer residences, built by and belonging to prominent citizens of Montreal, Quebec, and other places. The habitual visitors have also built two churches, one Episcopal, the other Presbyterian; and there is of course the Parish Church (R. C.) within easy reach. There is also a magnificent hotel there, called the St. Lawrence Hall, just overlooking the river, and capable of accommodating a very large number of guests. The road leading from the village to the water, winds in zigzag form down the side of a steep declivity.

MONCTON, N. B.

The village of Moncton, in the County of Westmoreland, the most easterly county of the Province of New Brunswick, bordering on Amherst County, Nova Scotia, derives additional importance from the fact that it is situated at or near the junction of the Intercolonial Railway, with the railway already built from Shediac to St. John, and thence westward until it connects with the American Railway system at Bangor, Me. Moncton, as illustrated elsewhere from a sketch by Mr. R. Stephens, Engineer on the Intercolonial Railway, is situated on the bend of the Petitcodiac River, which empties into Chignecto Bay, an inlet to the Bay of Fundy. Shediac, the seaport town in the same county, is distant some fifteen miles. Moncton is close upon the borders of the narrow neck of land through which, from Fort Cumberland to Bay Verte, runs the dividing line between New Brunswick and Nova Scotia.

THE RED RIVER EXPEDITION.

A month after the arrival of Col. Wolsley at Thunder Bay, the full complement of troops destined for Red River had arrived at Fort William. Some had even left Thunder Bay and penetrated a short distance into the interior of the country. These, however, consisted chiefly of the parties employed by Mr. Dawson on the roads, and such of the regular troops as had been sent forward as a pioneer party to prepare the road for the remainder of the force. Early in the last week of June the steamer "Arctic" brought up the last detachment of troops, consisting of the remainder of the staff and of the Quebec battalion, that had been left at Sault Ste. Marie.

By this time the work of forwarding the boats and stores was pretty far advanced, a party of the 60th Rifles having been especially detailed for this purpose and for work on the road to Sheldandowan Lake. The greatest excitement prevailed in the camp as to the probable date of departure. The question in every mouth was "when shall we start?" but to all enquiries Col. Wolsley had but one answer—"as soon as the stores are at the place of embarkation." The point fixed on as the place of embarkation is, as has already been stated, Dam Site, a spot some three miles on this side of Lake Sheldandowan. Here the boats will assemble, take the stores on board, and proceed up the river to the lake; the troops marching to meet them through a light road cut for the purpose, over the three miles that lie between Dam Site and the lake. The greater part of the boats had, by this time (the end of June), been sent up the Kamanistiquia River to Matawin Bridge, the half-way point between Thunder Bay and Lake Sheldandowan, while the stores and provisions had been taken up by land in waggons provided for the purpose. So far few obstacles had presented themselves, and those of but little importance. Now, however, a difficulty arose calculated to test the ingenuity of those in command of the expedition. The transportation of the stores so far as Matawin Bridge had been a comparatively easy matter, but the difficulty that now presented itself was how to send the boats from the bridge to the lake. The road was in such a bad condition, owing to recent heavy rains, as to render the safe transport of the boats by land impracticable. On the water route, on the other hand, serious obstacles existed, the removal of which would require more time and labour than the urgencies of the case could allow. There being, therefore, difficulties in the way on both routes, it was decided to use both elements and to transport the stores by water where the land route should prove impracticable, and *vice versa*. Accordingly the boats were laden with stores at Matawin Bridge and sent as far up the river as possible. Where navigation became dangerous or impossible (as was the case a few miles above the bridge) the stores were landed, and both boats and stores were packed on waggons and taken up the main road for a distance of two miles. Here a branch road had been constructed, leading from the main road to the river, which at this point became once more navigable. It is intended to ship the stores again at this point, and to proceed by water, if possible, as far as the bridge over the Oskondaga, five miles from Lake Sheldandowan. A pioneering party is also to be sent from the bridge to the lake to ascertain whether or not the route by water is practicable for the whole distance.

The state of the road over which the boats and stores had to pass was wretched, and is thus described by a gentleman accompanying the expedition:—

"The road, properly so-called, does not extend far beyond the Matawin; the remainder, up to the Oskondaga, was intended to serve the purposes of the moment, and has not yet been ditched or treated according to the rules presented for road-making. When I passed over it, six weeks ago, it was only partially cleared; the weather was dry; no wheels had gone over it, and it afforded easy, pleasant walking. Wheels have now cut up the soft moss with which it was covered, the frost has come out of the ground, the rain has soaked in, and, being in a valley, the traffic has churned it up until mud ponds and boulders combine to stop the way. This will be easily remedied when the road is ditched and built as it is in other parts, but not in time to afford those facilities which it was hoped the expedition would derive from it. The troops will march over it; a week's work will do much in making a way for them; but the boats, and much of the provision, must go the other way. As the Oskondaga is approached, the road goes through sand, and even now is in good condition. Over the Oskondaga a bridge has been built during the past month, and the road beyond this is very good. About four out of six miles are now ready for traffic, and from the nature of the ground, and the manner in which the road has been made, there is every reason to believe that no hindrance will occur at the finish."

But notwithstanding the bad state of the road the expedition was making progress. In addition to the men of the Dawson party, a number of Iroquois Indians and the whole force of the 60th Rifles were employed in levelling and draining. Of course work of this kind retarded to no small degree the advance of the troops, but the delay, though vexatious, was un-