

tufesque anywhere to be found—the steamer winding in and out of a continuous series of islands of every description, which cannot but enchant the tourist.

From Collingwood, which may be almost termed the terminal point of the Northern and North-Western Division of the Grand Trunk, a line of steamers, the property of the Great Northern Transit Company, which runs in connection with the Grand Trunk, make frequent trips through what must rightly be called the most enchanting water scenery of this continent.

Ho! for Chicago.

This is one of the longest rides mentioned in our little sketch, but the accommodation provided by the Grand Trunk and its connections, up to the City of Mushroom Growth, is so good that discomfort and tedium are reduced to a minimum. The road managers have equipped their palace, dining and sleeping cars with every convenience and elegance of modern travel. An American bard, who evidently enjoyed all this, writes:—

Singing through the forests,
Rattling over ridges,
Shooting under arches,
Rumbling over bridges,
Whizzing through the mountains,
Buzzing o'er the vale:
Bless me! this is pleasant
Riding on the rail!

Another enthusiast spoke of a similar experience, as "a whirling panorama of perpetual contrasts and surprises—a lightning express train of magnificent views and ever novel facts and ideas."

Of course, should he prefer, the traveller might break the journey at Point Edward, near where Lake Huron narrows into the land, afterwards expanding into Lake St. Clair, and once more contracting, until at Detroit it discharges into Lake Erie. But the average tourist will find it best to push on to Chicago, through a country fair as Eden, in which Pan and Pomona hold undisputed sway.

Somebody has said, speaking of Chicago: "The seven wonders of the world have an

eighth one added, and its name is Chicago."

Viewed in the light of its unprecedentedly rapid growth, one is inclined to acquiesce in this. Forty years ago it was a small Indian trading post, the plain on which the city is now built being a waste. In 1833 there were but thirty-five houses outside the walls of Fort Dearborn, and they were mostly built of logs. In 1843 the population had only reached 7,000; it is claimed that the city and suburbs now contain over 800,000 inhabitants.

Chicago is situated on the western shore of Lake Michigan, at the mouth of Chicago River, which latter, with its two branches, divide the city into three divisions, called the North, South, and West Divisions. The streets are wide and regularly built. Few cities can show finer private residences, and since the fire of October, 1871, no city can boast of a greater number of splendid buildings devoted to the purposes of business. It is one of the largest grain markets of the world. Indeed, it is in the marvellous enterprise of the people, as shown in the reconstruction of their burned city, in the magnificence of the warehouses and hotels, and the enormous commerce of the place, rather than in any special and individual object of attraction, that the interest of a visit to Chicago consists.

The tourist should by all means pay a visit to the Chamber of Commerce between 11 a.m. and 1 p.m. It is here that the bulk of the gigantic speculations in grain and provisions in the States is carried on, and on a brisk day is often the scene of tremendous excitement. The English Stock Exchange, or the Paris Bourse, are not a consideration in comparison. Exhibitions of art and industry are held in the Exposition Building. The Stock Yards should not be overlooked. They cover some 350 acres, have accommodation for over 100,000 hogs, 25,000 horned cattle, 22,000 sheep, and 1,200 horses. The huge pork-packing establishments are an interesting, though not altogether pleasant, sight. The hogs are killed, cut up, cured and packed by machinery with marvellous rapidity. For the magnificence of its hotels, perhaps Chicago stands premier city of the world, and as for the variety of