

long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," terminates in Thunder Cape, behind which lies the famous Silver Islet, which has yielded almost fabulous wealth. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Watches should be set back one hour, in conformity with "Central" standard time.

Four miles distant is Fort William; population, 1,400; a Hudson's Bay Company's post of one hundred years or more standing, but now given up to the requirements of modern commerce. The fur house of the old fort is now used as an engine house for the great coal decks, and one of the largest grain elevators in the world overshadows all. The Kaministiquia river, a broad, deep stream with firm banks, affords extraordinary advantages for lake traffic, and immense quantities of coal, lumber and grain are handled here. There are railway workshops and the usual buildings and sidings incident to a divisional point.

From Fort William to Winnipeg the railway traverses a wild, broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. Murillo is the railway station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, where the Kaministiquia leaps from a height exceeding that of Niagara. The railway follows up this river to Kaministiquia, and then ascends the Mattawan and the Wabigoon rivers; and there is excellent trout fishing near all the stations as far as Finmark. Wolsey led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way; two of his boats may be seen just beyond the station, at Savanne. Ignace is a divisional point, but otherwise is of little consequence as yet. At Eagle River two beautiful falls are seen, one above and the other below the railway. From here, to and beyond Rat Portage, the country is excessively broken, and the railway passes through numerous rocky uplifts. The scenery is of the wildest description, and deep, rock-bound lakes are always in sight. Rat Portage, population 700, at the principal outlet of the Lake of the Woods, is an important town, with several large saw-mills, the product from which is shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific, and is famed for its scenery. It is studded with islands, and a favorite resort for sportsmen and pleasure seekers. Its waters break through a narrow rocky rim at Rat Portage and Keewatin, and fall into the Winnipeg River. The cascades are most picturesque; they have been utilized for water-power for a number of large sawmills at both places. At Keewatin is a mammoth flouring mill, built of granite quarried on the spot. At Whitemouth, saw-mills again occur, and beyond to Red River the country flattens out and gradually assumes the characteristics of the prairie. At East Selkirk the line turns southward, following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge, and Winnipeg is reached.

Much of the timber seen from the car, after leaving Fort William, is small; principally, birch, spruce and tamarack. The land along

this line is not all rough and stony, as some have described it; at places, large stretches, free from stones are seen; some is high and rolling, some level and dry; others are swampy here and there. There are settlements, which become larger and more frequent as we near the Manitoba border. From Selkirk to Winnipeg there is an abundance of fine grass land. Most of this belongs to the river farms, which are four miles long, fronting on the river and extending back, and are from four or five to ten or twelve chains wide. The houses and farm buildings are all on the river banks; the nearer fields are cropped; those farthest away are used for hay and pasture, and are unfenced, the cattle roaming at will, each owner cutting hay according to the usage of the country, which will be explained hereafter. The railroad between the two last-named points passes through the unfenced parts of these peculiar farms. This gives the traveller a false impression of the country; as no houses are in sight, it seems unoccupied and desolate, while such is not the case.

Just seventy-two hours after leaving Toronto, we arrived at Winnipeg. There were over two hundred persons aboard the train. All were loud in their praise of the accommodation afforded them by our great national highway, the C. P. R. The accommodation aboard the train, like that on the boat, was perfect; the officials were courtesy itself, and most obliging in all particulars. The time passed so quickly and pleasantly that not a few of those aboard expressed surprise that they had arrived at their destination so quickly. All were delighted with the passage. The writer has travelled all over America, but never before enjoyed such perfect accommodation, or witnessed so much natural grandeur, as during this trip.

Near and around Winnipeg there is a very large amount of land unoccupied and untilled. This gives a wrong impression to the new-comer, who naturally thinks something must be wrong, that it is thus neglected. The truth is, it is owned by that troublesome class, known as speculators; and for this reason it has not gone into the hands of farmers.

Before describing the country, we will give a word of advice to those who intend to locate here, or even come to spy out the land. Go straight to a good hotel. Do not tell them you are a new comer, and want to see land. Simply get their best rates, and settle down. Many of the hotel keepers are said to be in league with land agents, and will advise you to go to Mr. So-and-so, if you tell them your business. Do not be in a hurry; it will pay you well to go slow, and keep your own counsel. Apply to the following gentlemen, and you will get sound and reliable information, and be dealt honorably with:—H. H. Smith, Dominion Land Commissioner; office in Post-office building. L. A. Hamilton, C. P. R. Land Commissioner; office in C. P. R. station house. A. F. Eden, Commissioner, Manitoba & North-western RR., 622 Main street. S. B. Scarth, Manager North-western Land Company, 624 Main street. Hudson Bay Company's office, Main street. Hon. Mr. Greenway, Parliament Buildings. Messrs. Russell & Cooper, Managers Freehold Loan & Saving Co., Main street. The Secretary of the Board of Trade, City Hall, and Alderman D. A. Ross, 2 William street; all in the city of Winnipeg.

Most of these gentlemen we will refer to hereafter, and may be found or addressed at above offices. Do not be content with seeing one of them, but see them all if you can. Get all the maps, books, etc., that are procurable; any of these gentlemen will furnish you with such free; hear and learn all you can. "Locating" is a very important task. Do not buy land because it is cheap, but be sure to get a good farm in a good locality. There are millions of acres of such to be had, and will be for many years to come. Do not buy beyond your means, nor try to do too much. Go slow, and quietly get into the ways of the country, and you are sure to succeed, if you locate properly. Many men have come here with considerable money who, by rashly spending their capital, soon lost all they possessed; while hundreds of others have come without capital and in a few years became independent, and, often, wealthy men. To succeed, a man must be willing to work, and grow into business rather than rush into it—to which there is a tendency here, as in all new prairie countries.

#### Fatal to Oleomargarine.

New Hampshire has a law compelling the manufacturers of oleomargarine to color their product pink. Of course to do so is to kill the sale of it. The law has been violated, and one man indicted. The manufacturers made a stubborn fight, claiming that it was impossible to do so. The jury, however, decided that such coloring is possible. The New Hampshire Legislature seem to have dealt Oleo. a fatal blow, so far as that State is concerned, and doubtless other States will move in the same direction. This is as it should be. It is sometimes argued that if bogus butter can be made to resemble the genuine article to such an extent that the consumer can not tell the difference, and can be sold at a less price, that it is to the advantage of the poor man that it should be made. This is not the case, however, as it is not nearly as digestible as good butter. Butter fat differs from all other fats in this respect; and there is probably as much nourishment in half a pound of good butter as one and a half pounds of bogus stuff.

#### Orthodoxy.

(From Preface to Griffith's Treatise on Manures.)

Orthodoxy is an institution of a past generation, and no more adapted to the present times than her contemporaries, the flail and the spinning-wheel. She cannot even be defended on the ground of continuing to supply a required need in the absence of something better. She stands proven a complete failure, and as such should be blotted out; she impedes progress; she insists on the cultivation of crops that of foreknowledge will result in loss; and she admits of no departure to suit existing circumstances. \* \* \* Can nothing be said in favor of *Orthodoxy*? is there no favorable aspect? No; not one. She is neither the friend of the landlord, tenant, nor laborer. \* \* \* We cannot retrograde to the blissful past; therefore, the farmer must alter his system of sowing, manuring, &c., to suit the changed condition of things. What is the use of continuing a system that does not pay? Self-interest, therefore, should lead farmers to throw away their old prejudices, and listen more attentively to the teachings of science, rather than look for help to politicians.