

train *en route* for Owen Sound, through a partially cultivated country where we could see the methods and become initiated into the meaning of "lumbering," "clearing," "firing," "snake-fencing," and other terms of Canadian farming.

Reaching Owen Sound, on Lake Huron, the Members embarked on board the Canadian Pacific Steamer "Alberta," a fine vessel with saloon running from stem to stern, from which opened at either side well-appointed state rooms, all parts having electric light. At 4.30 p.m., Sept. 5th, we were speeding out into Georgian Bay, past the piles of lumber and the tall grain elevators of the flourishing port. During the night we crossed Lake Huron, and in the morning were passing into the St. Mary's River, the channel connecting Huron and Superior, with Manitoulin Island to the starboard. The River St. Marie is very picturesque; a background of hills clothed with pine forest, and a foreground of pine, poplar, and birch, upon which were many settlements with their landing places, and groups of boats and birch bark canoes. Here is, on the Canadian side, the Garden River Settlement of Ojibway Indians; they number some 10,000, and are the remnant of a great nation. Many low islets are dotted about our course, some showing bare and apparently glaciated rocks of Laurentian age; others crowned with quaint groups of living and dead pines. Upon the banks and islets many interesting trees were pointed out as we sailed by. One ornament was the Canada cedar (*Thuja occidentalis*). Many groups were seen of white pine (*Pinus strobus*), and *P. balsamea*, *Populus balsamea*, and *iremuloides* stirred in the breeze, and the white stems of the paper birch (*Betula papyracea*) shot up here and there, and occasionally a rare specimen was seen of the elm (*Ulmus Americana*).

This pleasant river sailing soon brings us to the celebrated Sault St. Marie—the rapid known colloquially as the "Soo," over which the waters of Lake Superior fall to the lower level of Huron, the latter being 600 feet above sea-level, and Superior 630 feet. The rapid of the "Soo" descends 22 feet in a distance of three-fourths of a mile.

Our ship, with two others, entered the great lock by which the difficulty of the rapid is obviated, a vast engineering work performed by the United States Government, but the use of which is free to all vessels. After a short delay, we were afloat on Lake Superior, the greatest expanse of fresh water on the face of the earth, and our good ship was standing out north-westwards on her voyage of some 300 miles across it to Thunder Bay and Port Arthur. The day became gloomy as we sailed along, but it was fortunately calm, and we could observe in parts the perfect clearness of the water. At evening, when we were far out of sight of land, a very strange sunset effect developed at an opening in the curtain of cloud which veiled the sky. Golden rays, apparently vertical, appeared, and, intensely dark against the light, two tiny pyramids showed above the horizon; these rose gradually and finally shored as clouds and closed the opening.

The night passed, and in the morning we approached the grand headland of Thunder Cape, which shows a steep slope crowded with pines, above which enormous cliffs of trap, of strange form, tower to the height