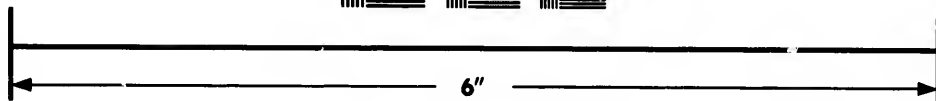
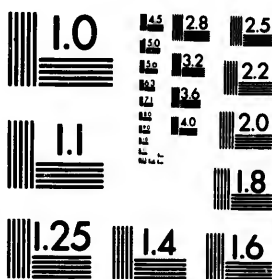


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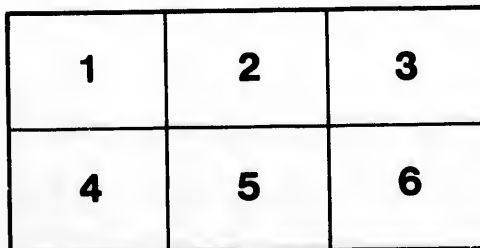
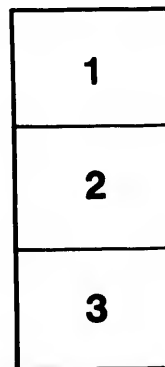
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The Traveller's and Sportsman's Guide
TO THE
PRINCIPAL CITIES, TOWNS, AND VILLAGES
NEAR THE
HUNTING AND FISHING GROUNDS OF
THE GREAT NORTHERN LAKES
IN
Canada & Manitoba.



Their Best Localities for Game and Fish. How to Go There.
Cost of Journey. Distances. Camping. Outfit.
Description of the Whole Route from Liverpool,
&c., &c.

By G. H. WYATT,
TORONTO, CANADA.

1880.

DOMINION OF CANADA.

Manitoba, the New North West, and Ontario.

Latest Description and Information, by GEO. H. WYATT, Toronto, Canada.

For Sale at all W. E. Smith & Sons' Railway Bookstalls.

Opinions of the Press.—“Hints for Emigrants.—Under the title of ‘The Dominion of Canada, Manitoba, the Canadian North-west, and Ontario.’ Mr. G. H. Wyatt, of 15, Water Street, Liverpool, has published a Handbook which can be thoroughly recommended to all intending settlers in the regions named, or to any whose spirit of adventure suggests a sporting holiday there. Mr. Wyatt is an old voyageur, and has a Canadian travelling experience probably not exceeded by anyone in this country. His aim is to descant on who should go, how they should go, when they should go, the cost of going, and what they should take with them; and he accomplishes his task with a success which we believe has not hitherto been attained in any similar work of the kind. The practical information which travellers, and especially settlers, so greatly need, and which is so frequently conspicuous by its absence from works of the kind, will be here found.”—*Liverpool Daily Post*.

The above is the title of a useful pamphlet on the region now so full of interest to us all as consumers, and to many who are disposed to seek beyond the sea for opportunities which are growing too limited in England. The book contains a good deal of information both for settlers and for travellers. Its table of contents will best show the range of facts it deals with:—Introductory, Manitoba, homes of your own, British farmers’ delegates’ opinion of Canada, description, climate, soil, fertility of the country, inducements for settlers, free homes, prairie and wood lands, price of improved farms, stock-raisers, average returns of crops, cost of farming, the buffalo half-breed, Canada Pacific R. R. (now building), labour, wages paid, cost of provisions, clothing, etc., lakes and rivers, fuel, coal, game, grand sporting, fish, distances from Liverpool, Ontario, city of Toronto, northern lakes, free lands, cost of going, what to take, how to go, when to go, letters from old country farmers, who should go, etc. One very useful feature of this small book is the free quotations from the reports of the farmers who last year went out to inspect these newly-opened regions. The reader may see there what practical men think of them as homes for British farmers and working men.—*Newport and Drayton Advertiser*.

“THE DOMINION OF CANADA: Manitoba, the Canadian North-West and Ontario. By George H. Wyatt.” An essayist with a strong turn for humour wrote recently.—“The best viewers are those who have the curiosity to look into the book and see if it is anything like what they said.” A like remark applies to that countless array of writers who fill pamphlets, and often ponderous tomes, with matter intended for public perusal about this or that foreign possession. The best amongst them are those who take the trouble of finding out something about the country of which they write. Taking this as a test, the compilation now before is one on which reliance may be placed. Mr. Wyatt has lived in Canada for many years, and it would seem that during those years he has not misapplied his keen powers of observation. He is brimful of valuable information regarding the dominion, and particularly the great North-West. Canada, old as it is, and familiar as it ought to be, is practically an unexplored country; its vast resources are realised only by a few, and the place it is destined at no distant date to fill among the nations of the world is foreseen by men like Mr. Wyatt. He tells us of a place which should be a veritable paradise for the working classes—where the wages of the artisan are one-third more than in the United Kingdom, and where the price of provisions is more than one-third less. As a settlement for agriculturists, Canada, we are assured, is without a parallel! Almost every kind of farm produce thrives there, and finds a ready market, and the expense of production is comparatively small. Intending emigrants will do well to consult Mr. Wyatt’s book. In it they will find all the information they are likely to want set forth with as much fulness as they need desire.—*Londonderry Standard*.

T H E

TRAVELLER'S AND SPORTSMAN'S GUIDE

TO THE

PRINCIPAL CITIES, TOWNS & VILLAGES,

NEAR THE

HUNTING & FISHING GROUNDS

OF

THE GREAT NORTHERN LAKES

IN

CANADA & MANITOBA:

BEING A DESCRIPTION OF THE

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LAKE "ONTARIO," "SIMCOE," "MUSKOKA,"

"CHOUCHICHING," THE "GEORGIAN BAY," LAKES "HURON,"

"SUPERIOR," "WINNIPEG," "MANITOBA."

AND THEIR CONNECTING RIVERS.

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LOCALITIES—HOW TO GO—COST OF JOURNEY—

OUTFIT—WHAT TO TAKE FOR CAMPING—DISTANCES, &c.

BY GEO. H. WYATT,

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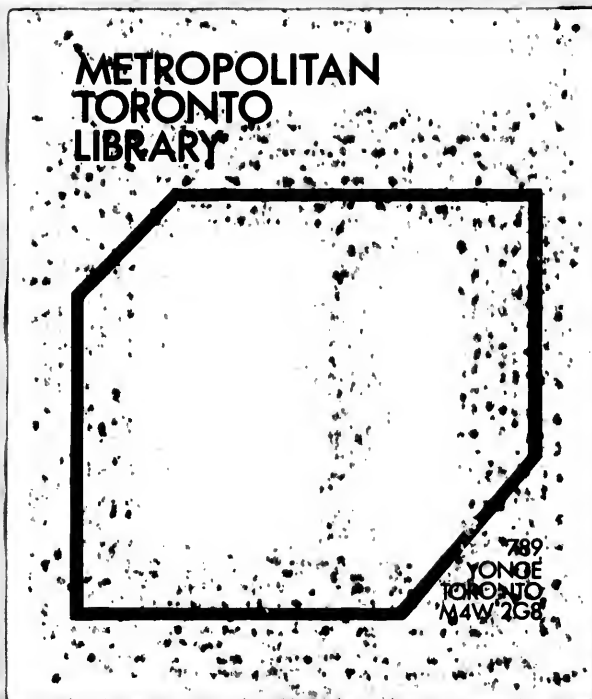
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P R E F A C E.

THIS little work is published, not only to describe to the Sportsman the best Ground for Game and Fish in Western Canada, the New North-west, and Manitoba, but also to inform the Traveller from Great Britain the easiest way of reaching the various Cities, Towns, and Villages, between Liverpool, Canada, and the New North-west, that are on the route. It tells him what to take for the ocean and inland trip—how to pack up—the camping outfit—cost of going—hotel accommodation, &c.

A residence of nearly 30 years in Canada, and, with few exceptions, personally knowing every part of the country described, is a guarantee that the information given in the following pages will be found useful and reliable.

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THE
TRAVELLER'S AND SPORTSMAN'S GUIDE
TO THE
GREAT NORTHERN LAKES
IN
CANADA AND MANITOBA.

The recent possession by the Government of the Dominion of Canada, of the vast prairie and woodlands of Manitoba and the New North-west, which until the last few years were the exclusive breeding and hunting lands of the North-west and Hudson Bay Companies, and consequently forbidden ground to the sportsman, has opened a new field abounding in every description of game (both large and small) and fish, as has been fully realised by many keen sportsmen from Great Britain; and the wise protective Game Laws now in force in the older Provinces of Canada have checked the former reckless destruction of game and fish, and afford in many parts excellent sport to those who do not wish to go to the further off Northern Lakes. Before beginning a description of the journey from Liverpool to Canada and Manitoba, for those in search of a pleasure trip, or for game, no better idea of the immense length and size of the lakes and rivers in the New Manitoba Country can be given than by quoting an extract from a speech delivered by the late Governor General of Canada, the Earl of Dufferin, at Winnipeg, in September, 1877. He said

“In a recent remarkably witty speech, the Marquis of Salisbury alluded to the geographical misconceptions often engendered by the smallness of the maps upon which the figure of the world is depicted. To this cause is probably

to be attributed the inadequate idea entertained by the best educated persons of the extent of Her Majesty's North American possessions. Perhaps the best way of correcting such a universal misapprehension would be by a summary of the rivers which flow through them, for we know that as a poor man cannot afford to live in a big house, so a small country cannot support a big river. Now, to an Englishman or a Frenchman, the Severn or the Thames, the Seine or the Rhoné, would appear considerable streams, but in the Ottawa, a mere affluent of the St. Lawrence, an affluent, moreover, which reaches the parent stream six hundred miles from its mouth, we have a river nearly five hundred miles long, and three or four times as big as any of them.

"But, even after having ascended the St. Lawrence itself to Lake Ontario, and pursued it across Lake Huron, the Niagara, the St. Clair, and Lake Superior, to Thunder Bay, a distance of one thousand five hundred miles, where are we? In the estimation of the person who has made the journey, at the end of all things; but to us, who know better, scarcely at the commencement of the great fluvial systems of the Dominion;—for, from that spot—that is to say, from Thunder Bay—we are able at once to ship our astonished traveller on to the Kaministiquias, a river of some hundred miles long. Thence almost in a straight line we launch him on to Lake Shebandowan and Rainy Lake and River—whose proper name by the by is 'Réné,' after the man who discovered it—a magnificent stream three hundred yards broad, and a couple of hundred miles long, down whose tranquil bosom he floats into the Lake of the Woods where he finds himself on a sheet of water which, though diminutive as compared with the inland seas he has left behind him, will probably be found sufficiently extensive to render him fearfully sea-sick during his passage across it. For the last eighty miles of his voyage, however, he will be consoled by sailing through a succession of land-locked channels, the beauty of whose scenery, while it resembles, certainly excels, the far-famed Thousand Islands of the St. Lawrence.

"From this lacustrian paradise of sylvan beauty we are able at once to transfer our friends to the Winnipeg, a river whose existence in the very heart and centre of the continent is in itself one of Nature's most delightful miracles, so beautiful and varied are its rocky banks, its tufted islands, so broad, so deep, so fervid is the volume of its waters, the extent of their lake-like expansions, and the tremendous power of their rapids.

"At last let us suppose we have landed our traveller at the town of Winnipeg, the half-way house of the continent, the capital of the Prairie Province, and I trust the future 'umbilicus' of the Dominion. Having had so much of water, having now reached the home of the buffalo, like the extenuated Falstaff, he naturally 'babbles of green fields,' and careers in imagination over the primeval grasses of the prairie. Not at all. Escorted by Mr. Mayor and the Town Council, we take him down to your quay, and ask him which he will ascend first, the Red River or the Assiniboine, two streams, the one five hundred miles long, the other four hundred and eighty, which so happily mingle their waters within your city limits.

"After having given him a preliminary canter upon these respective rivers, we take him off to Lake Winnipeg, an inland sea three hundred miles long and upwards of sixty broad, during the navigation of which for many a weary hour he will find himself out of sight of land, and probably a good deal more indisposed than ever he was on the Lake of Woods, or even the Atlantic.

"At the North-west angle of Lake Winnipeg he hits upon the mouth of the Saskatchewan, the gateway and high road to the North-west, and the starting point to another one thousand five hundred miles of navigable water flowing nearly due east and west between its alluvial banks.

"Having now reached the foot of the Rocky Mountains, our 'Ancient Mariner'—for by this time he will be quite entitled to such an appellation—knowing that water cannot run up hill, feels certain his aquatic experiences are

concluded. He was never more mistaken. We immediately launch him upon the Athabaska and Mackenzie Rivers, and start him on a longer trip than he has yet undertaken—the navigation of the Mackenzie River alone exceeding two thousand five hundred miles. If he survives this last experience, we wind up his peregrinations by a concluding voyage of one thousand four hundred miles down the Fraser River; or, if he prefers it, the Thompson River to Victoria, in Vancouver, whence, having previously provided him with a first-class return ticket for that purpose, he will probably prefer getting home *via* the Canadian Pacific.

“Now, in this enumeration, those who are acquainted with the country are aware that for the sake of brevity I have omitted thousands of miles of other lakes and rivers which water various regions of the North-west—the Qu’Appelle River, Belly River, Lake Manitoba, the Winnipegosis, Shoal Lake, &c., &c., along which I might have dragged and finally exterminated our way-worn guest—but the sketch I have given is more than sufficient for my purpose; and when it is further remembered that the most of these streams flow for their entire length through alluvial plains of the richest description, where year after year wheat can be raised without manure, or any sensible diminution in its yield, and where the soil everywhere presents the appearance of a highly-cultivated suburban kitchen garden in England, enough has been said to display the agricultural riches of the territories I have referred to, and the capabilities they possess of affording happy and prosperous homes to millions of the human race.”

LIVERPOOL TO TORONTO.

Presuming the intending traveller and sportsman, bound for Canada or the North-west Manitoba on business or pleasure, has secured his passage by one of the Steamship Lines leaving Liverpool for Quebec, the following advice is offered as to what size baggage should be taken

for the journey—but this does not refer to the settler who intends taking up his abode in the new country or Canada.

Each cabin passenger is allowed 20 cubic feet on the Ocean steamers, equal to about four moderate-size trunks. In travelling through Canada it is seldom any extra charge is made over the one hundred pounds allowed on the Railroad, unless much bulk is carried. Trunks should be of leather. It is the strongest, and is advisable to be covered with canvas. They should not be too large where it is necessary to have them always with you, but should be suitable to fit under your cabin berth, seat of a boat, or any land conveyance—24 to 30 inches long by 10 to 12 inches deep is a convenient size. Take as little hand-baggage as possible. A warm rug, and water-proof coat, with leggings, is necessary. As almost every requisite article can be bought in any Canadian village and town at reasonable prices, it is well not to burthen yourself with too much luggage. In another part of the book will be found all necessary information as to what clothing, &c., also the camping outfit, is required.

COMMENCEMENT OF THE JOURNEY.

Having now made all his arrangements, the traveller finds himself and luggage on board one of the fine Transatlantic Mail Steamships, bound to Quebec, on a summer day—and we now commence the journey to Canada.

The first thing to look after when on board is to see your luggage that is marked for your cabin sent there, and stand by on deck until you see it carried below, as often mistakes occur in stewards sending wrong luggage to wrong rooms, leading to some confusion. This being arranged, we will now look around us.

All is bustle and noise; everything seems topsy-turvey, for the last of the passengers, with lots of luggage, has just come aboard, and we are on the point of sailing. In a few moments the last good-byes are said, the tender casts off, the machinery moves, and our great ship glides slowly down the broad stream, bound for the Far West.

Presently we are in the Channel ; if it be rough, those with delicate stomachs disappear, while the old sailors pace the deck, talk wisely of the weather, or begin the business of acquaintance-making. All night we plough the Channel northward, and next morning come to anchor off Greencastle, in beautiful Loch Foyle, there to await the English mail and the Irish passengers. Early in the evening these are on board ; once more " the anchor's weighed," and now we are off in earnest for the Western World.

When we come to look around us we find that, on the whole, we are with agreeable people, with some of whom we soon get up a speaking acquaintanceship, which becomes more intimate the longer we are out. Lawyers, doctors, clergymen, farmers, sportsmen, comfortable-looking families going out to Canada to remain there, and Canadian merchants and buyers. Some of these latter we find have crossed the Atlantic scores of times, and are genial, sociable men, having a firm and an abiding faith in the future of their young country. The time goes by in a pleasant, dreamy sort of way, for there is rarely bad weather at this season of the year. In the way of amusements and recreation, there are books, cards, chess, music, a concert, with readings and acting charades, eating, drinking, and flirtation ; and, very likely, a little sea-sickness, though probably the victims of the latter would hardly call it an amusement.

On Sunday there is service in the saloon, to which the steerage passengers are invited. The service is very simple : the ordinary morning prayers are read, a couple of hymns are sung, the benediction is pronounced, and the proceedings are over.

On the fifth or sixth day out from Ireland we come in sight of the rugged coast of Newfoundland, and another day's run takes us through the straits of Belle Isle, into the gulf of St. Lawrence. A few hours later we sight the island of Anticosti on the right, and here we see the first signs of civilization in the shape of a fishing hamlet or two at the water's edge. Further on we enter the mighty St. Lawrence itself, and thence to Quebec we have the land on either side, though at certain points, so great is the

width of this majestic river, you cannot see the land except in very clear weather. As we advance up the stream we pass village after village of the French inhabitants, their white houses nestling in pleasant gardens, with a glorious back-ground of deep green, stretching away in the distance as far as the eye can reach, and forming a picture only to be seen there. And so we move on, the towns increasing in number and size, till, on the eighth or ninth day out, the grand old fortress of Quebec looms up as we round Point Levis; a little later our noble ship is tied up at the landing stage, and we step ashore on Canadian soil.

Quebec is one of the most interesting cities on the American continent.

THE ST. LAWRENCE SALMON FISHING

is known as the finest sport in the world, since the Rivers have been preserved by the Government. Permits to fish, under certain restrictions, can be generally obtained from the Lessees through a friend's introduction. The following interesting letter from a correspondent of the "Albany Journal," describes a few days' Salmon Fishing on the River St. Marguerite:—

"The close season having passed, the river soon began to swarm with salmon; and while our scores were not extraordinary, they were sufficient. But it is hard work this casting from the sea-shore and being obliged to follow your fish (unless you kill them in the pool where they are hooked, which can seldom be done) through rapids and over rocks and slippery 'shingle,' sometimes for a mile or more. To do this successfully requires a great deal more skill and tact than when, in large rivers, you can follow your fish in a canoe and kill him at your leisure. Here the water is shallow almost everywhere. Hardly any of the pools are more than a hundred paces in length, and there are rapids at the foot of each, full of jagged rocks, to which you are liable to become hitched if the least slack is given to your line. Indeed, this danger is not confined to the water. Huge boulders cover the banks as

well, and one of the most important duties of your gaffer is to lift your line over these boulders, as you come to them, with the handle of his gaff. And it is no uncommon thing that you are obliged to wade, waist deep, in following some heady monster that you can not check. But the greater the difficulties, and the greater the risks, the greater the excitement. Only once did I hesitate to follow my fish on account of the depth of the water. He had passed through a long rapid in spite of me, and had reached the pool below, which was too deep for wading. As the bank made sheer down to the water, there was nothing for it but to plunge in or give up the battle. A moment's hesitation would have been fatal, and as I preferred rather to lose my fish than to swim for him, I ignominiously passed my rod over into the hands of my gaffer, with the inhuman injunction, 'go for him!' And 'go for him' he did. He was a plucky little half-breed. His blood was up, and he would sooner have lost his scalp than that salmon. The moment his hand touched the rod away he went swimming like a duck with one hand, while he held up the rod at its proper angle with the other, until he reached *terra firma*, where it became easy work to bring the gamey brute to gaff. He gracefully offered me the rod when this safe point was reached, but as he had earned the honor, I simply said, 'No; you kill him!' and in five minutes the battle was over, and a twenty-nine pound fish was the issue.

"And thus for ten days we continued to gather in the spoil—not wastefully nor in extraordinary numbers, but enough and to meet our reasonable expectations, and to satisfy our moderate desires.

"Those who have always fished from canoes on such rivers as the Cascapedia and Restagouche, will find it needful to serve at least one season's apprenticeship before they get the hang of this shore-casting and shallow-water fishing. It requires much greater care in casting to keep your hooks from coming in contact with the rocks behind you. But as the pools are small, very long casts are seldom necessary, so that the risk is not so great as it

otherwise would be. Higher up the river than we were there are larger pools, longer stretches of still water, and more ample room for boats for those who wish to use them. We hope, on our next visit, to extend our explorations, and avail ourselves of whatever facilities are at hand, to fully test all the good qualities of this magnificent river.

"After the salmon season closes, there is no finer river in the world for trout. By making a carry of four or five miles from the Saugenay, visitors can strike the river sixty miles above its mouth, and float down the whole distance in canoes. At that time there are trout everywhere in the greatest abundance, and of immense weight—ranging from three to eight pounds. It is a trip which any enthusiastic angler might covet, and would certainly enjoy."

After the baggage is landed from the steamship, and inland tickets exchanged at the office on the Landing Pier, we will now proceed westward to Toronto. There are two ways of going, either by the Grand Trunk Railroad or by the River St. Lawrence and Lake Ontario. The steamers on the river between Quebec and Montreal are not surpassed by any steamboats on the Continent of America. Time, however, being an object to us, we take the Grand Trunk Railroad, and soon find ourselves seated in the splendid day cars of this popular railroad, and, after a pleasant run of 170 miles, find ourselves in Montreal.

MONTREAL,

One of the finest cities on the Continent of America, which no one should pass without visiting the grand churches, public buildings, and splendid private residences. The beautiful drive around the mountain, where a splendid view of the noble St. Lawrence forming its junction with the far-famed Ottawa river, the Lachene Rapids, the world-renowned Victoria Bridge, 9,200 feet in length, is seen. Montreal possesses many other attractions which space does not admit of describing. The

principal hotels are the "Windsor" and the "St. Lawrence Hall." The former has been recently built, and is one of the finest on the Continent, but we should recommend the traveller and tourist to stop at the old favourite "St. Lawrence Hall," where he will find one of the best and most comfortable hotels in America, and in its genial proprietor, Mr. Hogan, a veteran sportsman.

The head offices of the Mail Line of Steamers running up the St. Lawrence to Toronto and Hamilton at the head of Lake Ontario are in Montreal, and if not in a hurry for a day, the traveller will find the route very interesting and comfortable. The steamers are iron, well officered, and the table is excellent, with spacious state rooms. Returning from Toronto, all these steamers run the world-renowned rapids of the St. Lawrence, which every one visiting Canada must see.

OTTAWA

is about 160 miles from Montreal by rail, and the junction is made with the Ottawa and St. Lawrence railroad at Prescott to Ottawa, the capital of the Dominion of Canada, possessing magnificent parliament buildings, &c. Above the Chaudiere Falls, on the upper Ottawa River, will be found most excellent fishing. From Ottawa to Kingston, by rail, is 115 miles. The latter place, founded in 1783, was at one time the old capital of Canada, and is situated at the foot of Lake Ontario, and the entrance to the St. Lawrence river. About 30 miles down the river from Kingston, near Alexander Bay, will be found excellent bass and pickeral fishing. Proceeding onwards to Toronto, we pass Peterborg, in the rear of which town commences a chain of small lakes of about 50 miles, which affords good deer shooting. The next towns passed are Cobourg and Port Hope, from which places you can reach Rice Lake, the Otonabee rivers, &c., both places being good sporting grounds for duck, black bass, &c. In 12 hours after leaving Montreal, we reach Toronto, 333 miles, and here the journey to the Great Northern lakes begin.

We have enjoyed the ride from Montreal on the Grand Trunk Road, with its smooth steel track, handsome easy riding carriages, regular time, and obliging conductors. All travellers must notice the superiority of the American system of railway travel. At the refreshment stations, for instance, notice is given through all the cars before their arrival at the station, of the time you have to stop. A few minutes before the time is up a bell is rung, and every one has ample time to take their seats before the train moves. Contrast this with the usual English railway system. We will imagine a stranger coming from London to Liverpool, understands the train stops a few minutes at—we will suppose Crewe or Rugby. On arrival at the station, the traveller gets out of his carriage, asks one of the numerous railroad porters how long the train stops, gets the usual reply, "a few minutes," "one or two minutes," or "don't know," he then rushes across to the refreshment room, gets his sandwich, watching nervously the train, shortly hears a bell, scream of the whistle, and sees the train moving off, all in a minute; running to what he supposes is the carriage he came in, and as they are poorly numbered generally, and the carriages of each class look as much alike as two peas—often gets into the wrong compartment, and has to remain until the next stop. Now, on a Canadian Railroad you can get in at any carriage, and walk through the whole train to your seat.

THE CITY OF TORONTO.

Six railroads have their stations here: the Grand Trunk, running east to Montreal and Quebec, and west to Sarnia, Chicago, &c., the Great Western to Niagara Falls, Hamilton, points in Western Canada, Detroit, Chicago, &c.; the Northern Railroad, connecting North with Lake Simcoe, Muskoka District, Chicago, by Lake Michigan, and the short Lake route, via Collingwood, to Manitoba; the Toronto, Gray and Bruce Road to Orangeville, Mount Forest, and Owen Sound; the Toronto and Nipissing Road, running North-east through a fine

agricultural country; and the Credit Valley Railroad, connecting with Toronto at Parkdale. Toronto is situated on a bay forming the best harbour of refuge on Lake Ontario, which is 200 miles long, and opposite the city, across this Lake, 34 miles, is the Niagara River, the distance being done by a splendid steamer the "Chicora" in about two hours. At Niagara Town the Canada Southern Railroad trains takes you to Niagara Falls in thirty minutes. At the mouth of Niagara river will be found most excellent bass fishing.

The Great Western Railroad also runs several daily passenger trains from Toronto to Niagara Falls, passing through the City of Hamilton. TORONTO, the Capital of Ontario, is the most rising City in Canada, having a population of about 70,000 and contains magnificent churches and public buildings, among which the following are worthy of notice :—

Osgood Hall, named after the first Chief Justice of Canada, and the seat of the highest Law Courts of the Province. The interior surpasses that of any other Courts of Law, and is of rare beauty.

The Normal School is the centre of the Public School System of the Province. In it are the offices of the Minister of Education, and the Depository of books, &c., for distribution to the schools. The gardens are kept in fine order, each plant there being labelled with its proper botanical name. In the interior is a really fine collection of paintings, comprising collections of originals and copies illustrating the great schools of Art. Copies of the most celebrated statues and casts, exhibiting the characteristic styles and ornaments of Gothic and modern architecture.

In King Street, the most important street in this City, is *St. James' Cathedral*, the seat of the Anglican Bishop of Toronto, a fine example of perpendicular Gothic architecture.

The spire, rising to the height of 306 feet, is gracefully proportioned, and the most lofty on the continent, exceeding that of Trinity Church, New York, by 21 feet. The tower contains a chime of bells and the celebrated

clock manufactured by Benson, of London, which obtained the highest prize at the Vienna Exhibition.

Passing up Church street, next is seen the *Metropolitan Church*, the head quarters of the Methodists of Canada. It is magnificently situated in the centre of an open square. The turreted tower and many pinnacles distinguish it from the other churches of the city. The organ is the largest in Canada, containing 3,315 pipes, and compares favourably with many noted organs in Europe. Next is the Roman Catholic *St. Michael's Cathedral*, the interior highly frescoed and containing very handsome windows in stained glass.

The Parks of Toronto contain very pretty drives. The Queen's Park contains about 50 acres, is approached through the College Avenue, one mile in length and 120 feet wide, through an avenue of chestnut and elm trees.

The Hotels are numerous and of the best. Among those most patronized by travellers are the "Queen's," "Rossin," "American," "Walker," &c. The "Rossin" is a fine large hotel at the corner of King and York streets, and is much frequented by the American travellers, and will be found first-class in every way. The "Queen's," situated in Front street, facing the Bay of Toronto, having a splendid view of the Bay and Lake Ontario, is largely frequented by the travelling public, business men, and tourists from Great Britain. A branch hotel is also open under the same management at Niagara, and is much used by families during the summer season. The "Walker" and "American" Hotels will be found excellent, comfortable places for the traveller to stop at.

Toronto is the starting point for all points of interest in the "Northern Lakes of Canada."

The Chicago and Collingwood Line of Steamers connecting with the Northern Railway sail twice weekly between Chicago and Collingwood, and form a pleasant route between the East and West through the Georgian Bay.

For a Tour this route is unsurpassed. Leaving Toronto for Couchiching, Lakes of Muskoka, Collingwood, thence

Collingwood Line Steamer *via* Georgian Bay, Great Northern Manitoulin Channel, Sault Ste. Marie, North Shore of Lake Superior, Thunder Bay, Duluth, thence by rail to St. Paul and Chicago, or by Lake Superior Transit Co. *via* South Shore of Lake Superior to Detroit and Buffalo, or return by Collingwood Line and Northern Railway to Toronto. The whole round trip to Lake Superior, returning to Toronto, occupies ten days.

Shorter trips may be made by the Northern Railway and the Collingwood Lake Superior Line or the Georgian Bay Transportation Company's Steamers, to Sault Ste. Marie and Mackinac. The round trip occupies about four days.

These are the only lines passing through the inside picturesque route of the Georgian Bay and North Manitoulin Channel, and passing in daylight the La Cloche Mountains and through island scenery unsurpassed by the Thousand Islands of the St. Lawrence.

Parry Sound Excursion Tickets can be purchased either *via* Collingwood or Penetanguishene to Parry Sound and return by the Lakes of Muskoka and Couchiching or *via* the Lakes, and return by Collingwood.

From Hamilton the Hamilton and North-western Railway connects *via* Collingwood with all the Georgian Bay and Lake Superior Routes, or *via* Barrie with the Lakes of Muskoka.

All information respecting these routes can be obtained at the General Office, 35, Yonge-street, Toronto, by the tourist.

On the Bay of Toronto, during a regatta in the summer time, will be seen every description of pleasure yachts, schooners, boats, skiffs; &c., and affords a sight not seen on any other water in America.

TORONTO TO LAKES SIMCOE, COUCHICHING, AND MUSKOKA.

We now proceed northward to visit the inland rivers and Lake Superior. There are two rail and lake routes

from Toronto to Lake Superior, but as the traveller and sportsman wishes to see the "Muskoka" district, we will first take the "Collingwood" route, and afterwards describe the Sarnia Line. Leaving, therefore, Toronto, by one of the express trains of the Northern Railway, and seated in one of its palace parlour cars, we look out upon a well populated and rich farming country.

The appointments of this railway are first-class, and the station-houses models of neatness and beauty. Nearly all have tasteful flower gardens and lawns attached, with jets of water spouting from fountains that cool and refresh the plants, utilizing a space not required at present.

The height of land between Lakes Ontario and Huron is reached at the summit (26 miles from Toronto) which is 775 feet above the level of Lake Ontario, and 415 feet above that of Lake Huron.

Bradford

Is close to the Holland River Marsh, a locality celebrated amongst sportsmen for its abundant supply of snipe, wild duck, etc., and for maskinonge and bass fishing.

Passing northward, we come to the Lefroy Junction, with the Belle Ewart branch connecting with Lake Simcoe. At this end of Lake Simcoe will also be found good pickerel, bass, and other fish.

Allendale

Is the point of junction with the "Muskoka" branch, the main line continuing a distance of 42 miles further to Collingwood, on the shores of the Georgian Bay. This refreshment station is at the head of the Kempenfeldt Bay, famous for its fishing, and a delightful summer resort.

Barrie,

The County Town, a prosperous place of 5,000 inhabitants, is on the opposite shore of the Kempenfeldt Bay, its houses and church spires rising picturesquely upon the sloping hill-side.

The Hamilton and North-Western Railroad here connects from Hamilton, and southern Ontario.

Near Hawkstone are some excellent trout streams.

Lake Simcoe

is the largest of the inland lakes of Ontario, being 30 miles long and 16 broad. Its shores are characterized by great sylvan beauty.

The black bass, pickerel and salmon-trout fishing in the lake is most excellent, and ready access is gained to the celebrated Trading Lake and Sparrow Lake, where maskinonge, black bass, speckled trout, etc., are found in abundance, and the best of duck and partridge shooting in season.

The steamer "Lady of the Lakes" skirts the upper shores of the lake, past deep bays, whose wooded promontories jut out picturesquely into the lake, and sighting Atherly after an easy run of two hours, passes Grape and other islands closely clustered together and enters the "Narrows," the water channel joining Lake Simcoe with Couchiching, at which the first view is here gained, and passing through the swing bridges of the Muskoka and Midland Railways soon, upon a point stretching out into the lake, is seen the Couchiching Park. The steamer rounds the point, and our "water tourist" is landed at Orillia.

Orillia,

Fast rising in importance, is situated at the foot of Lake Couchiching upon a hill-side facing the water. It is a favourite centre of summer travel, the hotels excellent and the neighbourhood enjoyable. Close by it is the beautiful Couchiching Park, and the neighbourhood gives scope for pleasant rides and drives, while sailing and boating, and the steamers "Lady of the Lakes," "Cariella," etc., on Lake Simcoe and Couchiching, afford opportunities for charming water parties and pic-nics.

The sportsman can here find some excellent black bass fishing.

Among the various points of interest on the lakes are the Ojibbeway settlement of Indians at Rama, Chief Island, Longford, the Quarries, the Rapids and Falls of the Severn, and Washago.

Lake Couchiching.

The tourist, struck by the peculiarity of the name, now asks its meaning. Indian nomenclature is always appropriate and descriptive; here the varying breezes, welcome adjuncts of a summer resort, that fan the surface of the lake, have given the Indian name for "Lake of many winds." This locality is among the highest in Ontario, being 750 feet above Lake Ontario, 415 above Lake Huron, and 390 feet above Lake Superior. The plainest evidence of this is the flow of the waters, which run northward; thence, by a succession of rapids and falls, down the Severn River, gain the Georgian Bay, from there passing into Lake Huron, and so down Lake Erie over the Niagara Falls to Lake Ontario, thus making a circuit of 800 miles to return to a point within 40 miles of their source.

The rapidity of the rise from Lake Ontario may thus be judged; and the consequent elevation and clearness of the atmosphere and cool breezes would, apart from any other consideration, be sufficient to commend the locality as a favourite one for summer visit.

A pleasant place is the Couchiching Park, situated on the point of a narrow promontory, projecting a mile and a half northward into the lake, and surrounded on three sides by water; thus, come from whatever quarter it may, every breeze has play, while the lake on the one side or the other, being protected by the point from wind and wave, pleasure boating in safe calm waters can at all times be enjoyed.

Splendid brook trout are caught in the streams in the neighbourhood, and the finest black bass fishing in America is in these surrounding Lakes.

Gravenhurst,

From its position, is the key to the great Lake District of the Muskoka, Maganetawan, and Nipissing regions, possessing excellent facilities for first-class railway system to the southward, and by steamers on the lakes and stages on the colonization roads to the northward. The immediate neighbourhood affords considerable attraction for the

tourist and sportsmen. Brook trout (in limited quantities), salmon trout, bass and pickerel fishing in abundance; deer, partridge, hare, and a limited amount of duck shooting, all quite convenient to the village. Boats to be had at moderate rates.

Sparrow Lake.

First among the sporting districts of Muskoka, met on the Northward trip, is the Severn River. At Severn Bridge the tourist will take the steamer "Pioneer," and, after a short run down the River Severn, reach Sparrow Lake, which has long been celebrated for the excellence of its fishing, but particularly for the deer, duck and ruffed grouse shooting obtainable in their proper seasons. Many spots are available for pic-nics and camping, especially near the rapids at the lower end. Proceeding further down the river, an interesting canoe route is available, and easily traced through Beaver, Legs, and Pine Lakes, with short portages to Gravenhurst, for which Indians and canoes can be got at Rama. An easy one-day excursion to Sparrow Lake and return can be made from Orillia.

Proceeding down the Severn River, a splendid fishing trip can be made following the stream through Six Mile Bay and Gloucester Pool to its outlet in Georgian Bay, opposite Waubaushene and Penetanguishene. There being many portages, however, the trip should be made with a guide.

Lake Muskoka.

This lake, which gives its name to the whole district, is the largest in expanse. The tourist having arrived at Gravenhurst, the steamer *Wenonah* makes the tour of Lake Muskoka, calling first at Walker's Point, eight miles from Gravenhurst. Good bass fishing at Shanty Bay, close at hand; also, excellent salmon-trout and bass fishing a little to the north, near the Flower Pot island. This place is sometimes called Long Point; seven miles further is Point Kaye, and shortly after Torrence.

There is a Post Office and landing place at Little

Current, in the Township of Wood, nineteen miles from Gravenhurst, where the steamer calls semi-weekly, and which has beautiful scenery and good salmon-trout and bass fishing.

Many residents from Toronto have purchased lots and are erecting thereon summer dwellings for themselves. The steamer arrives about noon at

Bala.

This place, at the extreme lower end of steam navigation in the Lakes of Muskoka, is a most beautiful and interesting spot. It is here that the waters of the vast inland chain of lakes and rivers are discharged into the Muskoka River. Descending the river, amid beautiful scenery, are fine bass and pickerel fishing for a distance of about four miles; the channel here divides itself into two streams, one called the Moon River and the other the Muskoka River, discharging their respective waters into Lake Huron, many miles distant from each other. Numerous falls and rapids interrupt navigation on both streams. At the above-mentioned dividing point, there is really splendid maskinonge fishing; the fish are large and of the finest quality.

Muskoka River.

Starting from Gravenhurst, the steamer *Nipissing*, of the Northern Lakes Navigation Company, is taken, and passing out of the bay, through *The Narrows*, there is a run of an hour through Lake Muskoka. The next point of interest stopped at is Bracebridge, the chief town of Muskoka. The North Falls of about 60 feet can be seen from the steamboat landing, but by driving two miles by land or going three by water, can be seen the South Falls, about 150 feet high.

Bracebridge is a starting point for the best sporting and fishing districts. It is also a good point at which to make a break in the trip.

Indians can be engaged at Orillia, Kama, or Bracebridge, at 3s. to 5s. per day.

After returning down the river and regaining the lake, in one hour is Port Carling. The village might not inaptly have been called Interlaken, from its position between two lakes. The fishing, especially in some small lakes—Perch Lake, Pickerel Lake, Silver Lake, and Terry's Lake—hard by, is excellent.

Lake Joseph.

Thrice weekly the steamer goes to Lake Joseph, the first stopping place being Port Sandfield, on a short canal between the two lakes. The fishing in the neighbourhood is of a high class, some of the heaviest salmon-trout having been caught there.

Port Cockburn, at the head of Lake Joseph, is a pleasant family resort. Travellers can here take land conveyances to Parry Sound.

In Lake Joseph can be found fine salmon-trout, bass, and pickerel fishing, and excellent maskinonge fishing in Black Stone Lake, a few miles from Port Cockburn.

The Lake of Bays, called Trading Lake is celebrated for salmon trout. The scenery on and around this lake stands unsurpassed by any of the other lakes of Muskoka. The neighbouring Walter's Creek, Hollow and Wood Lakes and their tributaries, are famous for excellent trout fishing; good deer, duck and partridge shooting is to be had, and, with ample employment for gun and rod, the tourist cannot fail to be repaid for his visit.

Maganetawan.

This village, named after the river ("the smooth-flowing water") is 34 miles north of Rosseau. It is situated midway between Rosseau and Nipissing, on an excellent highroad. Its central position makes it an advantageous halting place for the tourist, and the intending settler. In the neighbourhood is some of the best land that is to be found in the district; the fishing, consisting of trout, bass, and pickerel, is unequalled; partridges abound, and deer are plentiful. Within an hour's distance from here is White Lake, said to be literally teeming with speckled trout; Doe Lake, farther

up the river, is also rich in scenery and sport. This region is decidedly the best in Muskoka for deer shooting, duck shooting, and all kinds of fish. The rivers and lakes in continuous chains, can be ascended and descended in canoes and boats amid the best of sport. Speckled trout have been caught in the Maganetawan waters weighing from 3 to 5 lb.; bass, 5 to 8 lb.; pickerel, 8 to 14 lb.

Duck shooting is to be had in almost every part of the Dominion of Canada. The birds come north in the spring of the year, and make their homes for the summer in the numerous small lakes to be found in the interior of every Province. They hatch their young on the shores, bringing them up on the wild rice and other food with which the lakes abound. In the autumn they are to be seen in thousands. Such shooting does not compel one to go beyond the confines of civilization. Many of the best lakes for the purpose can be reached from the large towns in a few hours by rail or coach. At or near the lakes there are clean, comfortable, well-kept hotels, where one may be accommodated for four, six, or eight shillings per day, everything included. Wild geese are frequently killed in these lakes, though as a rule they spend the summer further north, while in the woods near the lakes a day's shooting is almost certain to bring the sportsman a well filled bag of miscellaneous game.

All game is common property; the sportsman is at liberty to shoot where he likes, what he likes, and when he likes, with this exception, that during the close time of the year it is illegal to take game. See the Game Laws in the book.

A writer in the well known sporting paper, *Forest and Stream*, thus speaks of the Maganetawan, "Now, a word about the region. If a man can stand out-door life, and live on venison, trout, bass, partridges, ducks, pork, tea and crackers, there is no better place to go to in America that is as accessible. A man can go there in July, August, September or October with comfort, if he will only go in the right way, and shoot deer and catch trout to his heart's content. June to

August for trout, after that for deer. Remember the Maganetawan is as large as the Schuylkill at Philadelphia, or considerably wider and deeper than the Harlem at High Bridge, and that the trout have an unlimited range, and are seldom disturbed, so that they have a chance to grow. Deer can be bagged in great numbers if you choose to do so; with a couple of good hounds, magnificent sport could be had in the Fall. I have shot partridges with my rifle from the canoe while travelling, as they were strutting on the shore, and their 'drumming' was one of the pleasantest every-day sounds. Do not try to go without some guide. If you go there alone you will have little sport and much trouble."

Nipissing.

A post-office on South River, at a navigable point, two miles from the magnificent lake of the same. There are many settlers in this neighbourhood. A road has been recently completed to Rosseau, 65 miles distant. The land is excellent in this region, and a large and important settlement commenced. Excellent fishing in the neighbourhood. Moose and common deer, duck, and also wild goose shooting.

Waubashene, reached by the Midland Railway from Orillia and Port Hope, another excellent headquarter for the sportsman. Sturgeon Bay, Midland, the Severn, and Coldwater rivers, in the vicinity, afford the best of bass and maskinonge fishing in the neighbourhood, and partridge shooting in abundance in season. Communication is by steamer from Penetanguishene.

We will now leave the inland lakes and rivers of the Muskoka regions, and retrace our steps from Gravenhurst to Collingwood on Georgian Bay by the Northern Railroad, passing Barrie and the pretty station-house and grounds of Allandale, the junction of the Northern and Hamilton and North-western Railways. If proceeding to Parry Sound or intermediate ports, we take at Collingwood one of the steamers of the Georgian Bay Transportation Co., which are found to be elegant fast sailing

steamers, with careful attentive officers, and after a few hours' sail, arrive at Parry Sound, one of the most important points on the North Shore of the Georgian Bay, and is rapidly improving, also contains a population at present of about 1,100 souls. It is the capital of the vast territorial district of the same name, and contains three fine large lumber manufacturing establishments, extensive mercantile establishments, churches, schools, courthouse, registry office, hotel, stipendiary magistrate, customs officer, Indian agent, printing office, and weekly newspapers.

The scenery surrounding the channels of approach to Parry Sound is most picturesque and charming. 10,000 islands have been counted by the geographers of the Georgian Bay, and the largest number form together this archipelago. The steamers pass through their midst a perfect "maze" of channels.

Several colonization roads lead to and from the interior, all terminating at this village. Two of these roads—the Parry Sound Road and the Great Northern Road—are already, for a considerable portion of their length, made first-class roads, and the work is still going on, enabling parties to go or come. The Parry Sound is the entrance to the Free Grant Lands Territory, and also in the Townships North will be found capital deer shooting and good fishing in all the large rivers.

COLLINGWOOD AND LAKE SUPERIOR.

Now, we will take our departure from Collingwood through Georgian Bay and into Lake Superior by one of the Collingwood and Lake Superior mail line, for Dulath, where we take railroad to Manitoba, arriving there in about 24 hours without change of cars, being only one transfer by the Lake route. About five o'clock on a pleasant afternoon, on the advertised day of sailing, we step from the cars of the Northern railroad, which land you within a few feet of the steamer's gangway, and we go aboard and proceed to one of the comfortable state rooms the Lake Superior steamers all have. Knowing our luggage, for which we gave up our checks to

the porter of the steamer on arrival, will follow to our cabin safe, while waiting a few moments for the mails and baggage to come aboard, we have a view from the steamer's deck of the harbour and Collingwood, a town of some 3,000 inhabitants, and from its favourable geographical position, bids fair to become the entrepôt of the through business with the great North-west. The industries of the town are mainly applied to lumber and the preparation of supplies for the North shore.

Everything being on board, and time up, the whistle sounded, and shore lines thrown off, we proceed on our trip through Georgian Bay. Passing the pretty town of Meaford, we arrive in about five hours at the harbour of Owen Sound, which has a population of 3,000, and is at the foot of a deep land-locked bay. In its situation and neighbourhood are high hills and intersecting rivers, which are full of interest.

Owen Sound is the northern terminus of the Toronto, Grey, and Bruce Railway, which runs through to Toronto 127 miles, and the railroad is of itself a novelty, being constructed on the "narrow gauge," or 3 feet 6 inches wide, to accommodate the district of the Caledon Hills through which it runs. The cars are commodious, and parlour coaches are run on the Through Express Trains.

The travellers and tourists will find good accommodation and fine sport at the following stations of the Toronto, Grey, and Bruce Railroad :—The River Spey and River Sydenham, close to Chatworth Station, are well-known sporting rivers. Campbell's Hotel is the resort of many sportsmen. Markdale also gives access to the River Saugeen and to several small inland lakes, in which are trout of large size. Flesherton is the centre for visiting the upper waters of the Beaver River, on which is good fly fishing. The beautiful "Eugenia Falls" are within five miles, and the River Saugeen reached by daily stage of 16 miles. Orangeville, a rising town of 3,000 inhabitants, is the junction with the Teeswater and Owen Sound Branches. The former gives the best rail connection from the County of Bruce, the Town of Teeswater, Wingham, Harriston, and Mount Forest, to the Georgian Bay. On the River

Credit and Caledon Lakes, within easy reach of Orangeville, excellent trout fishing is obtainable. On the Owen Sound Branch are many spots where the fisherman can enjoy first-class brook trout fishing.

Leaving Owen Sound Harbour at night, the steamer passes into Georgian Bay again, and, after eight hours' run, passes the Lonely Island Lighthouse, and arrives at Killarney, formerly called "The Sa-wa-na-ning," or "a Channel"—a village inhabited chiefly by Indian fishermen, who bring in large quantities of white-fish and salmon-trout from Georgian Bay, which are here salted and shipped to Toronto. Here commences the fine smooth river scenery of the Great North Manitoulin Channel; and we again quote from a little work called "Picturesque Canada," which has before contributed in these pages useful information, a description of this "Inland route:"—

"To the north the lofty granite cliffs of the La Cloche mountains rise 200 feet above the lake, to the south the Great Manitoulin Island, in Indian days supposed to be the abode of 'The Manitou,' or 'Great Spirit,' wards off the waves of Lake Huron. A correspondent of the '*Forest and Stream*' thus describes the scene:—'Islands succeed islands in an unbroken continuity hour after hour as we glide on; islands of every conceivable size and shape, more numerous than the Thousand Islands of the St. Lawrence many times multiplied; islands barren, wooded, sandy, rocky, columnar, gracefully rounded, precipitous and gently sloping, wind-swept and storm-polished, large, diminutive, and infinitesimal; reefs widely spreading, and submarine monoliths, whose peaks barely project above the surface. There is a breadth and sweep and never-ending change in the panorama, which is all-absorbing to a mind intent upon the picture. For one hundred and seventy miles we steam through this island scenery! In the calm repose of a summer's morning, when the waves are stilled and the face of the lake gleams like polished glass, the shadows fall heavily from the indented shores, and every rock and tree is sharply outlined and reproduced inverted in the mirror. Then we seem to

float on airy nothing, looking upward into cloudland and downward into cloudland, into depths, above and below, that seem illimitable. There is very little animal life upon the islands. The mainland is a continuous upheaval of bare Laurentian billows of granite that once were molten."

After Manitowaning, a rising settlement on the island, next on the route comes Little Current, another hamlet, and here a tide sets between the islands with a four-knot current. It is said the tide is caused by the wind, that it sets in whichever direction the wind is blowing at the time. Still further on is the picturesque Hudson's Bay Company post, called La Cloche, with its sunny white buildings—red-roofed. The water is shoal for two miles out from the shore, so that all supplies for the post have to be landed and received at an isolated island. When the boat arrives, great birch canoes, manned by Indians of every hue and degree of miscegenation, put out from the distant shore, and with sturdy arms and many paddles skim over the intervening space. From the stern of the foremost may fly the red flag of England, and under its official ægis a fleet of light canoes, filled with Indian boys and squaws and their papposes, follow in the rear. When they have reached the steamboat landing, the men and boys squat in line upon the shore, and motionless watch the bustling operations of landing freight. The squaws sit in their canoes and nurse their progeny, never wincing under the scrutiny of the glasses levelled at them from the promenade deck. When the boat departs, the aboriginal coterie, having filled up the measure of this little episode in life, paddle back to headquarters.

Gore Bay, one of the most important points upon Manitoulin Island, and the principal port to the Free Grant Lands, is next touched at.

At the Bruce Mines, 307 miles from Collingwood, are the huge chimney stacks and shops, and piles of copper ore, and ranges of hovels two miles long, that belong to the great company that delves the precious metal from the bowels of the surrounding earth. The works have cost over £50,000.

Bear Lake is next passed, and after the Nebeesh Rapids we presently enter the serpentine St. Mary's River, with its Indian reservation and villages upon the Canadian side, and an occasional farm on the Michigan shore. Forty miles more, and we reach Sault Ste. Marie, with its foaming rapids, its great ship canal, and the rival villages that confront each other from either shore. Here, if one wishes to tarry, he will find good fishing in the neighbourhood.

SAULT STE. MARIE.

On the American side is the great ship canal, with locks 350 feet long and 70 feet wide, but which are now being enlarged.

Tourists can either stop over and go on by the next steamer of the line, or, during the delay of about four hours while the steamer is passing the locks, enjoy some fishing or "run the rapids;" canoes and two men can be hired at 2s. for each person. The white-fish of the Sault are the finest and firmest of the lakes. It is interesting to watch the Indians as, poling their canoes up the surging rapids, they peer through the clear waters to discover the fish swimming in the channels in the rocks, when suddenly dropping down with the swift current, they sweep them out with their long-handled scoop net.

There are numerous Indians on hand to lend their services and canoes, and if the sportsman will try the Garden River, on the Canada side, he can fill his creel with trout. Sixteen miles below the Sault is Hay Lake and its outlets, affording fine trouting and good duck shooting in their respective seasons. There are very comfortable hotels at Sault Ste. Marie. The Canadian side is more picturesque, and there are some handsome private residences there.

The waters of Lake Superior here pour over the Sault Ste. Marie Falls. There is no one bold single fall, but a continuous rapid of about three quarters of a mile in length, the waters rushing down with great fury and breaking in huge waves over the rocks.

LAKE HURON.

Before entering into Lake Superior, having brought the traveller as far as the Sault, by the Collingwood line of steamers, we will make now a trip from Toronto through Western Canada to Port Edward, and proceed through Lake Huron to the Sault by the Sarnia Line.

From Toronto we proceed westward, either by the Grand Trunk or Great Western railway, which latter road passes through Hamilton, London, and a grand agricultural country to Sarnia. Hamilton is a progressing city, generally known as the "Ambitious City," from its go-ahead-iveness, and is situated on Burlington Bay.

The next large place on the G. W. R. is London, situated in the heart of the best farming section in Western Canada, and a most promising, rising town. London, also like its namesake, possesses its "Thames," and for fear our travelling friends might wish to try its fishing, the following facetious writer in the *Detroit Free Press* makes "it even" with a rival Canadian correspondent in a recent paper.

"Navigation has closed at London, Canada. It may seem rather early in the season, yet the *Advertiser* says: 'Owing to the lowness of the water, all the steamboats have stopped running on the Thames.' This state of things is deplorable when the lowness is due to natural causes, but this is not the case in London. The utter stoppage of the vessels' interests is caused by the new water works pumping too much out of the river, and it is feared that, if this hot weather continues, the river will be forced into bankruptcy, and London will have to forego all hope of being a prominent maritime city. No doubt several pails of water have been taken on the sly from this mammoth stream, and thus the interests of navigation have been seriously jeopardized by unthinking persons. Any person who has had the privilege of gazing on the magnificent proportions of the Thames at London might imagine that the steamers were about the size of a Detroit River skiff, but, in reality, they are large boats, that will carry 300 persons. Last year, 200 Detroiters, who were visiting London, greatly enjoyed

their four-mile ride on the little river and big steamer. The steamers are broad and flat and draw very little water.

During the summer a rumour reached this city that one of the steamers was lost by running ashore on an oyster can, but Mr. Wastie, Chief of the Fire Department there, and owner of the steamer, called at the *Free Press* office shortly after and contradicted the rumour. He told some interesting anecdotes about the dangers of the deep, as shown by the navigation of the Thames at London. On one occasion, the boat, with a hundred and fifty persons on board, was returning from a voyage, when a cow was seen standing on the track—that is, in the river. The cow was perfectly satisfied with her position and would not move. Unfortunately, the boats are not provided with cowcatchers. For half an hour that cow kept the tired Londoners from their homes. Every movable article on board, except the anchor, was flung at the cow. The boat was run up to the cow, and the whistle tooted, but the bovine merely moved a little up stream and chewed the cud of sweet and bitter fancies. At last, a boy, for sixpence, rolled up his trowsers, stepped over the guard, and drove the cow ashore, and then climbed back on the steamer, which went on its way rejoicing. Another time the steamer, which had on a heavy load, did not return at the hour it was expected. Mr. Wastie, becoming alarmed, started down the river bank in search of the missing boat. About a mile down he saw her in the centre of the stream, stuck on a sandbar, while some dozens of men were out in the river trying to shove her back. Taking the situation in at a glance, Mr Wastie mounted a bluff, made a trumpet of his hands and shouted to the captain: 'Get all the passengers aft; then back out and take the north channel.' The captain, who did not recognize his employer in the dusk, cried: 'See here, farmer, you go and attend to your cows. I'm running this boat.' In ten minutes after Wastie was running the boat, and running her toward London, too." At London the traveller branches off by the Great Western Railway to Sarnia, passing through the celebrated Coal Oil region of Petrolia.

From Toronto, by the Grand Trunk Railway, the traveller proceeds to Sarnia, 160 miles, without change of cars, passing through Guelph, a well-built town, where some good fishing may be had in streams in the neighbourhood. Stratford is the junction of the Buffalo and Lake Huron branch of the Grand Trunk Railway, which runs north to Goderich, about 50 miles, where, on the sailing days, the traveller can take the steamers of the Sarnia Line to Lake Superior and Manitoba. From Stratford on, 80 miles, there is little inducement for the sportsman to stop. On arrival at Point Edward the train takes you down close to the steamers of the Sarnia Line, which are substantial, well equipped steamers, of 1,000 tons burthen, built expressly for the route, and their cabins and *menu* are not surpassed by any Steamboat Line on the Great Lakes. The first stopping place after leaving is Goderich, a pretty little place, with a substantially-built breakwater and harbour. Leaving Goderich, the steamer skirts along the picturesque shore of Lake Huron to Kinkardine, a rising town, backed by a good agricultural county. The next stopping place is Southampton, in the neighbourhood of which place will be found some excellent trout fishing. After leaving Southampton, the steamer continues on to Cockburn Island, between Lake Huron and Georgian Bay, passing the Great Manitoulin Island and some pretty Indian villages on its shores. When inside Cockburn Island the steamer crosses to the Bruce Mines, and then proceeds on to the Sault Ste. Marie by the same way as described in the Collingwood Line route.

LAKE SUPERIOR.

By the time the traveller has reached thus far on his journey he will have made good friends with his neat state-room, about eight by nine, and remains so during the trip; for if there is one thing a traveller or tourist enjoys it is sleep while on the wing, especially when these steamers offer such cosy rooms for its enjoyment, free from the noise, dust, and confinement of the rail-road carriages.

On most occasions, the forward deck is the popular resort, and the officer in charge, the man that knows the

most—at least of the subject which has the greatest interest to passengers, namely, Lake navigation in general, and our steamer and its progress in particular.

Lake Superior is 350 miles long, 170 miles broad ; its depth is 800 feet, being 200 feet below the level of the Atlantic.

It is only now that we begin to realize the immensity of these inland seas. The voyage for duration is like a journey to Europe. Great ships, of thousands of tons burthen, traverse its highways, and carry immense numbers of pleasure-seekers—invalids drawing new life from its pure air and water—the settler bound for his new home in the North-west, the tourist and sportsman bound for the fine hunting-grounds of the North, all are found in the fine passenger steamers of the Canadian Lake Superior Lines, which are becoming so popular of late with the travelling public. Our first stopping place, about 100 miles from the South, is Michipicoton Island and river. Here, in summer, the boats tarry a few hours, that excursionists may pick up agates along the pebbly shore, or catch huge trout in the adjacent waters. Were it not that larger fish can be taken in the Nepigon, the size and quantity of these would seem amazing. Some of the agates found here are of unusual beauty and transparency. The light-house keeper has a sort of monopoly, but sells at a reasonable rate.

Nepigon

Bay and River is famous in America for its magnificent trout and bass fishing. The largest known speckled trout have been caught in the Nepigon Lake and River. They are on the North shore of Lake Superior. The entrance to the noble Bay is by the Straits, between lofty islands and cliffs 1,500 feet from base to summit, ragged with shattered rocks or clad with verdure, or past small islets, bare holding ground for a few small trees. At the mouth of the river is the famed Red Rock, sacred to the Manitou, and carved with hieroglyphics, the marks and relics of early Indian visits.

Of this rock, from time immemorial, has the Indian

"Calumet" or pipe of peace been made, and far down upon the Mississippi, and in Mexico, in the mounds or tumuli of extinct races, are found samples of its peculiar stone.

Blankets, tents, &c., and full camping-out equipage is necessary, as there are no settlers on the river, Indians and an occasional Hudson Bay voyageur will be the only parties met with. A trip of ten days will take a party up to the lake and down again with ample time for fishing at all the best points; still, good fishing can be had at the first rapid, one and a half miles above the mouth, but to ascend the river it is necessary to obtain canoes and Indians, either at Little Current, the Sault (Canada side), or at Prince Arthur's Landing; one canoe is necessary for each three members of the party, or if much baggage is taken, for each two.

Heavy supplies, such as flour, pork, and bread, can be purchased generally at the Hudson Bay Fort; but tea, bacon, and all other delicacies should be brought with the party. The steamer passes Little Current and the Sault on its way from Collingwood, where canoes may be hired.

Silver Islet is the next port. This far-famed mine is of great value, and was originally a rock but a few yards long that rose from the waves a half mile from the main land. Delving into it, and following the shining vein, the miners have sunk their shaft six hundred feet down into the pyramid, and bringing the debris to the surface. have enlarged their insular domain, protected it with massive cribs, and erected their engine-houses and other buildings thereon, structures of massive timbers tret-nailed and bolted together, to resist the winds and waves that beat with mighty force upon this coast. The "lead" trends north-east, and the miners are now working under the lake, taking the risk of their uncertain roof falling through and letting in the mass of waters that flow overhead. Upon the main land are the company's stores, and other works, and other shafts are now being sunk to head off the lead. Steam-tugs ply to and from the island and bring over the precious ore and the gangs of labourers employed.

The next point of interest passed is Thunder Cape, the entrance to Thunder Bay, twenty miles in diameter. The Cape is 1,550 feet high, and when passing, if the steamer sounds its whistle, sends back reverberations which echo from point to point in the Bay. McKay's Mountain and Pie Island are seen from the entrance. Prince Arthur's Landing is a town of considerable importance, from its short distance to the terminus of the Canada Pacific Railroad to Winnipeg, as the end of the Railroad is located on the Kaministiquia River. It contains good country hotels, and the tourist can remain over the trip for two or three days, as he chooses, and resume his passage to Duluth by any steamer of the Line he arrives by. Visiting the famous "Kakabekah Falls," nearly resembling those of "Niagara," and reached by the Canada Pacific Railroad, Current River with its rapids and silver mines, Pigeon River, and numerous trout streams in the vicinity, afford a few days pleasant sport and recreation.

Fort William is the oldest and most important Hudson Bay Port in Lake Superior, and is situated on the "Kaministiquia" a sluggish snakefence river. A few miles from its mouth is the location for the Canada Pacific Railroad which will be finished, it is expected, this year, to Winnipeg, about 410 miles distance, and the Canadian Lake Superior route will then form the shortest line to the seaboard through Canadian territory, and the outlet for the vast produce of the North-west by the Lakes. Leaving Thunder Bay, the steamer proceeds to Duluth, 190 miles, where the traveller disembarks, and taking the Northern Pacific and Pembena Railroad, arrives at Winnipeg in about 26 hours. No trouble is experienced at Duluth respecting luggage, as obliging agents of the Canadian line of steamers are on the landing pier to give any information and assistance in changing from the steamer to the railway cars.

At Duluth, on leaving the steamer of the Collingwood Line, on which a little over three days of enjoyable pleasure, of perfect rest, beautiful changing scenery, and

making agreeable acquaintances, has been spent, we find the steamers well adapted for the comfort of the traveller, settler, or tourist. Good staunch boats of the largest class—officers skilful in the navigation, obliging to passengers—saloon accommodation all that can be desired, will be found by anyone making this trip either for pleasure or business, and this applies to both the Canadian Lines; While the comforts of the immigrant or settler is not overlooked—accommodation for sleeping berths, to a limited number, is provided free, and meals may be had at moderate rates. The rest during the time occupied in the Lakes route, enables the settler to proceed fresh, on arrival at Winnipeg in search for his homestead.

WINNIPEG.

Our traveller and sportsman now finds himself in Winnipeg, the entrance to the great North-west and its magnificent lakes and rivers. Increasing from less than 300 inhabitants in 1870, to over 11,000 in 1880, its progress is one of the marvels of the Western world. Here the traveller will find good hotels, large wide streets, substantial well-filled shops or stores, and everything that can be obtained in any other city. Situated at the junction of the Red and Assiniboine Rivers, it connects through Lakes Winnipeg and Manitoba, to the Saskatchewan, reaching to the Rocky mountains. In Winnipeg everything necessary can be obtained for the sportsman or tourist's outfit before commencing his journey by land or water.

A correspondent of the *London Times*, January 7th, 1880, says:—"Winnipeg, the capital of Manitoba, surprised me more at first sight than any one of the countless cities which I have visited on the North American Continent. The older ones frequently surpassed my utmost expectations; the younger as frequently fell below the most moderate which I had formed of them in imagination. Indeed, a pretentious city in the Far West is commonly on a par, in external appearance, with a paltry village elsewhere. I had read much about Winnipeg before

visiting it, and the impression left on my mind was not favourable. The Earl of Southesk, who was here in 1859, says that "there were houses enough to form a sort of scattered town." Lord Milton and Dr. Cheadle, who followed him three years later, saw nothing worthy of note. Captain Butler, who paid it a visit in 1870, refers to it in his "Great Lone Land," as "the little village," and "the miserable-looking village of Winnipeg." I knew that changes had been made since Captain Butler came hither on duty connected with the Red River Expedition under Colonel (now Sir Garnet) Wolseley; but I was not prepared to find that they had been so great and startling as those which I actually beheld.

"Walking down Main Street on my way to the Pacific Hotel, I could hardly realize that I was in a city incorporated so recently as 1873, and supposed to be far beyond the confines of civilization. The street is 132 ft. wide, and it is lined with shops, churches, and public buildings which would do credit to a much older and more famous place. The solid look of the majority of the edifices is as noteworthy as their ornamental design. They are built of white brick. As a rule, it is at a comparatively late stage in the growth of a Western city, either in the United States or Canada, that the structures are composed of anything but wood; hence, a stranger in one of them is apt to arrive at the conclusion that what he sees has been erected for a temporary purpose. Here, however, the effect is the reverse. The Town Hall and the Market, the Post Office, the Dominion Land Office, and the Custom House, to name but a few of the public edifices, are as substantial buildings as can be desired. No one looking at them can feel here, as is so commonly felt in other places of rapid growth on this continent, that the citizens apprehend their city will decay as rapidly as it had sprung up. While the progress of Winnipeg is one of the marvels of the Western world, there is good reason for believing that it will continue at an accelerated rate, and that Winnipeg will hereafter hold in the Dominion of Canada a place corresponding with that now held in the United States by Chicago."

LAKE WINNIPEGOSIS.

This lake runs north another 120 miles, having an outlet through a small lake called Cedar Lake, which is really an enlargement of the Saskatchewan, a short distance above its mouth, and so the waters of these two lakes really flow into Lake Winnipeg, through the channel or mouth of that river. Together, these two lakes are two hundred and twenty miles, from north to south, with many beautiful bays and smaller connecting lakes. The greatest breadth of Lake Manitoba is twenty-four miles, and of Lake Winnipegosis, twenty miles. Uninterrupted navigation is obtainable between these two lakes.

About 75 miles up from where the Assinneboine turns to the North the Qu'Appelle River enters it; its course is almost westerly and extends almost to the South branch of the Saskatchewan. The Qu'Appelle must be fully as long as the Assinneboine. Its valley is one of great beauty and fertility, and quite well wooded most of its length. It frequently enlarges into considerable lakes, which are filled with the finest fish, among which are found the choice white fish in great numbers.

LAKE MANITOBA

Is about 120 miles in length and 25 miles wide. On running north it terminates through a channel of a couple of miles into Lake Winnipegosis. Excellent duck and geese shooting can be had at this lake.

LAKE WINNIPEG,

50 miles from the capital, comes down into the Province of Manitoba, some fifteen miles. This lake is some 300 miles long from the mouth of the Red River to its outlet into the Hudsons Bay, near Norway House, through the River Nelson. Its course is directly north. Some twenty-five miles down the eastern shore of Lake Winnipeg, at Fort Alexander, the Winnipeg

River enters the lake. This is a large stream, it being the outlet of Rainy Lake, Lake of the Woods, in fact the entire country nearly through to Thunder Bay on Lake Superior. The best information to the hunting and fishing grounds on this lake and river can be best obtained at Winnipeg. The propellor "Colville" runs up Lake Winnipeg to the various posts, and forms a connection at the mouth of the Saskatchewan with two river steamers, the "Northcote" and "Lilly," the latter a steel hull. These two boats are the beginning of a regular line up the latter river.

The Saskatchewan.

The North and South branches of the Saskatchewan, have their sources in the Rocky Mountains, but a few miles apart. From their nearly common source the North branch diverges North-east, and the South branch South-east, till at two hundred and fifty miles due eastward they attain a distance of three hundred miles from each other, the South branch being there within forty-five miles of the frontier; then gradually approaching, they meet at five hundred and fifty miles eastward from their source.

From their junction the course of the main Saskatchewan to Lake Winnipeg is 282 miles, this makes the whole length of the Saskatchewan, from the source of the South branch, (which is the main stream) to Lake Winnipeg 1092 miles. Following the North branch, the total length to Lake Winnipeg 1054½ miles. On the north side of the North branch of this river is a village called Prince Albert, situated about 45 miles below Carlton.

Several of the settlers here have commenced stock-raising on a large scale, and the facilities for this branch of industry are of no ordinary kind, inasmuch as there is abundance of hay and pasture. As an evidence of the prosperity of the settlement, it may be mentioned that horses, waggons, light waggons, and buggies are found everywhere. The settlers have also the most approved agricultural implements, mowers, reapers, threshing machines, &c.

The climate is exceedingly healthy, and, owing to the rolling character of the prairie and the loamy nature of the soil, ploughing can be commenced whenever the snow is off the ground, and especially on land cultivated for any length of time. Summer frost never injures anything. The wheat, barley, oats, roots and vegetables raised at this settlement could scarcely be excelled in any part of the world.

Of the rivers not tributary to the Saskatchewan, but running within its country, and which invite settlement to their rich and beautiful valleys, the most important of which is the Assiniboine, by its very winding course, is over 600 miles in length. For 220 miles in direct distance from its mouth its course is nearly west, and above that its course for upwards of 200 miles in direct distance is North-westerly, lying nearly parallel to Lake Winnipeg, at a distance of 240 miles west of it. At 220 miles west from its mouth, where it turns northward, it receives its tributary, the River Qu'Appelle, which continues directly westward 250 miles further, having its source near the elbow of the South branch of the Saskatchewan, 470 miles directly westward from the mouth of the Assiniboine, at the City of Winnipeg, in Manitoba. Ascending the Assiniboine from its mouth, for upwards of 70 miles, to the Sand Hills, the country through which it flows within the Province of Manitoba is of the same rich alluvial character as the Red River. Beyond that is a sandy tract, 50 miles in length westward. Then for about 100 miles further west, to where it turns northward at the mouth of the Qu'Appelle, and for nearly 50 miles north of that, the Assiniboine may be considered the boundary line between the rich prairie region and the inferior and light sandy soil south and west of it.

Between the Sand Hills and the Qu'Appelle, the Assiniboine receives on the north side five considerable tributaries, from fifty to one hundred and fifty miles in length. Their courses being through a very fertile region, one of them, the Rapid River, or Little Saskatchewan, indicates the general character. This stream is beautiful

and rapid, navigable for one hundred miles for canoes and bateaux, flowing through a beautiful valley, large open flats frequently occurring on both sides of the river, where the richness of the grass and the beauty of the various flowers prove the great fertility of the soil,—places marked out by Nature to be cultivated and inhabited by man.

Red Deer, Bow, and Belly Rivers

Are tributaries of the south branch of the Saskatchewan, having their source in the eastern slope of the Rocky Mountains, and drain a beautiful and most fertile region, eight times greater in extent than the present Province of Manitoba.

Fort Calgary, a station of the Mounted Police, on the Bow River, is situated at the junction of Bow and Elbow Rivers, on a beautiful flat, as level as a cricket ground, and of immense extent. Buffalo are sometimes found in great abundance. the rivers filled with fine mountain trout of great size. and the climate much milder than in Manitoba or the North Saskatchewan, if not quite equal for farming in grain raising, will, from its vast extent of rich nutritious grasses, become the great stock-raising country of the North-west. At Fort McLeod, a few miles further south on the Belly River, two troops of the Mounted Police are stationed, and they have a theatre and billiard table.

Space will not permit us to describe all the beautiful lakes stretching from the Riding Mountains, some twenty-five miles to the North, to the Assiniboine River, about thirty miles to the South. In spring and autumn especially, myriads of wild fowl are to be seen popping over the surface of these waters, which also abound with fish. All of this, in connection with deer hunting (which can be had within easy distance), afford excellent pastime for the sportsman.

Peace River

And its surroundings is described by all travellers as the most beautiful scenery in the far North-west. For large game and fishing it is unequalled. An extract from a journal, written some years ago by Mr. McKenzie, when

travelling through the valley of the "Peace River," thus describes the Spring-time:—"At this time (May) the buffaloes were attended with their young ones that were frisking around them; and it appeared that the elks would soon exhibit the same enlivening circumstance. The whole country displayed an exuberant verdure; the trees that bear a blossom were advancing fast to that delightful appearance, and the velvet rind of their branches reflecting the oblique rays of a rising or setting sun, added a splendid gaiety to the scene which no expressions of mine are qualified to describe."

Near Dunvegan, he says:—"Here the ground rises at intervals to a considerable height, and stretching inwards" (*i.e.*, towards the South-east), "at every interval or pause in the rise there is a very gently ascending space or lawn with abrupt precipices, to the summit of the whole, or at least as far as the eye could distinguish. This magnificent theatre of Nature has all the decorations which the trees and animals of the country can afford it; groves of poplars in every shape vary the scene, and their intervals are enlivened with vast herds of elks and buffaloes, the former choosing the steeps and uplands, and the latter preferring the plains."

Another traveller, Mr. Simpson, in his North-west Diary, thus describes this part of the country in the winter:—"This is a fine country for the chase, and so little frequented in winter, that it may be regarded as an extensive preserve. We saw three moose deer on the top of one of the hills; and their tracks, and those of the wood buffalo, were numerous in every direction. The valley of the river is entirely sheltered from the inclement north and north-west winds, but its exposure to the east usually rendered the snow deep and soft, as we found to our cost." Next day, "just before breakfasting we saw, on the northern hills, a large moose and a band of five wood-buffaloes sunning their fat sides—a sight sufficient to make the mouths of pemican eaters water; but they were beyond our reach, and taking the alarm, quickly disappeared. The declivities of the hills seemed, as we passed along, completely chequered with the tracks of these and smaller animals." Such being the winter view, what must the summer one have been!

DESCRIPTION OF A DRIVE OVER THE PRAIRIES.

As many of our readers have not experienced what the scenery of the Prairie land is during five months of the summer, we give an extract from a reliable work by the Rev. Mr. Grant, who camped out fifty-six nights on his journey through the Canadian North-west:—

“On the first morning we looked out and beheld a sea of green sprinkled with yellow, red, lilac, and white. None of us had ever seen a prairie before, and, behold, the half had not been told us! As you cannot know what the ocean is without seeing it, neither can you in imagination picture the prairie.

“Our first evening on the prairie was like many another which followed it. The sky was a clear, soft unflecked blue, save all around the horizon, where pure white clouds of many shapes and masses bordered it, like a great shield of which only the rim is embossed. The air was singularly exhilarating, yet sweet and warm, as in more southern latitudes. The road was only the trail made by the ordinary traffic, but it formed nevertheless an excellent carriage road. Far away stretched the level prairie, dotted with islets of aspens; and the sun, in his going down, dipped beneath it as he does beneath the sea.

“Nothing could be more exhilarating than our rides across the prairie, especially the morning ones. The weather, since our arrival at Fort Garry, had been delightful, and we knew that we had escaped the sultry heat of July, and were just at the commencement of the two pleasantest months of the year. The nights were so cool that the blanket was welcome, and in the evenings and mornings we could enjoy the hot tea. The air throughout the day was delicious, fresh, flower-scented, healthful, and generally breezy, so that neither horse nor rider was warm after a fifteen or twenty miles' ride. We ceased to wonder that we had not heard of a case of sickness in one of the settlers' families. Each day was like a new pic-nic. Even the short, terrific, thunder storm of the day before yesterday had been enjoyed because of its grandeur.

"August 7th.—Made a good day's journey of forty-five miles, from the Salt Lake to the junction of the Qu'Appelle and Assiniboine rivers. The first stage was ten miles, to the 'Shoal Lake'—a large and beautiful sheet of water with a pebbly or sandy beach—a capital place for a halt or for camping. The great requirements of such spots are wood, water, and feed for the horses; the traveller has to make his stages square with the absence or presence of those essentials. If he can get a hilly spot where there are few mosquitoes, and a sheet of water large enough to bath in, and a resort of game so much the better. Arrived at the ground, the grassiest and most level spots, gently sloping, if possible, that the head may be higher than the feet, are selected. The tents are pitched over these, one tent being allotted to two persons, when comfort is desirable, though sometimes a dozen crowd inside of one. A waterproof is spread on the ground, and over that a blanket. Each man has another blanket to pull over him, and he may be sound asleep ten minutes after arriving at the ground, if he has not to cook or wait for his supper. The horses need very little attention; the harness is taken off and they are turned loose—the leaders or most turbulent ones being hobbled, *i.e.*, their fore feet are fettered with intertwined folds of shaganappi or raw buffalo hide, so that they can only move about by a succession of short jumps. Hobbling is the western substitute for tethering. They find out, or are driven to, the water, and, immediately after, begin grazing around; next morning they are ready for the road. Our morning's swim and wash in Shoal Lake was a great luxury, and we had some good shooting at ducks, loons, yellowlegs, and snipe.

"The night of the 8th having been cold, we divided out more blankets the following evening by dispensing with one tent, and sleeping three, instead of two, in each. The precaution turned out to be unnecessary, though we kept it up afterwards for the nights were always cool. This feature of cool nights after hot days is an agreeable surprise to those who know how different it is in inland

countries, or wherever there is no sea breeze. It is one of the causes of the healthy appearance of the new settlers even in the summer months. With regard to the Indians you meet, there are, and can be, no Indian wars or difficulties in Manitoba. This is a matter of the utmost importance to the intending settler and sportsman. When we returned from our expedition, the Chief was interviewed at Ottawa by a deputation of the Russian sect of Mennonites, who were looking out for the best place in America or Canada, for their constituents to settle in, and one of their first questions referred to the Indians. He answered it by pulling a boy's knife out of his pocket, small blade at one end, corkscrew at the other, and told them that that was the only weapon he had carried while travelling from Ocean to Ocean, 4,200 miles, adding that he had used only one end of even so insignificant a weapon, and that end not so often as he would have liked.

NEAR THE SASKATCHAWAN RIVER.

"Our first drive to day was fifteen, and our second twenty miles, to the 'Round Hill,' over rolling or slightly broken prairie; the loam was not so rich as usual, and had a sandy subsoil. Ridges and hillocks of gravel intersected or broke the general level, so that, should the railway come in this direction, abundant material for ballasting can be promised.

"The prairie to-day had an upward slope till about one o'clock, when it terminated in a range of grassy round hills. For the next hour's travelling the road wound through these; a succession of knolls enclosing cup-like basins, which in the heart of the range contained water, either fresh or saline. Wood also began to re-appear; and, when we halted for dinner, at the height of the range, the beauty that wood, water, and bold hill-sides give, were blended in one spot. We were certainly three or four hundred feet above the prairie; the scenery round us was bolder than is to be found in any part of Ontario, and resembled that of the Pentlands, near Edinburgh. It is well to mention this, because of the exaggerated ideas

that some people have when a country is spoken of. The hill at the foot of which we camped rose abruptly from the rest, like the site of an ancient fortalice. Horetski described it as a New Zealand pah; one hill, like a wall, enclosing another in its centre, and a deep precipitous valley, that would have served admirably as a moat, filled with thick wood and underbush, between the two. Climbing to the summit of the central hill, we found ourselves in the middle of a circle, thirty or forty miles in diameter, enclosing about a thousand square miles of beautiful country. North and east it was undulating, studded with aspen groves and shining with lakes. To the south and west was a level prairie, with a sky line of hills to the south-west. To the north-west—our direction—a prairie fire, kindled probably by embers that had been left carelessly behind at a camp, partly hid the view.

"The Jackfish-lake River runs through a beautiful park-like country from this point, into the Saskatchewan, fifteen miles to the south. It should be a good location for a general settlement, for the lakes above are filled with jackfish or pike, and with white fish,—the finest fresh water fish, perhaps, in the world. There is also good water power, as the stream descends about a hundred and fifty feet in the course of the next fifteen miles, and the land is slightly rolling and of excellent quality. It is a favourite ground of a large mixed band of Crees and Salteaux, whom we did not see as they were all away hunting buffalo.

"As we drove past in the early morning, prairie hens and chickens rose out of the deep grass and ran across the road, within a few feet of us; while, on mounds of hay, in a field lately mown, sat hawks, looking heavy and sated, as if they had eaten too many chickens for breakfast. On the branches of oaks and aspens sat scores of pigeons, so unmoved at our approach that they evidently had not been much shot at. We asked a farmer who had recently settled, and was making his fortune at ten times the rate he had done in Ontario, if he had ever shot any of the birds. 'No,' he contemptuously answered, 'he was too busy; the half-breeds did that sort of thing, and did little

else.' Day after day, he would have for dinner fried pork or bacon, and tea, when he could easily have had the most delicious and wholesome varieties of food. He told us that in the spring, wild geese, waxies, and ducks could be shot in great number; but he had eaten only one goose in Manitoba. Surely it was a fellow feeling that made him so 'wondrous kind.'

"The road strikes right across the prairie, and, though simply a trail made by the ordinary traffic, is an excellent carriage road. Whenever the ruts get deep, carts and waggons strike off a few feet, and make another trail alongside; and the old one, if not used, is soon covered with new grasses. There is no sward; all the grasses are bunch. Immense numbers of fat plover and snipe are in the marshes, and prairie hens on the meadow land.

"Tall, bright yellow French marigolds, scattered in clumps over the vast expanse, gave a golden hue to the scene; and red, pink, and white roses, tansy, asters, blue bells, golden rods, and an immense variety of compositæ, thickly bedded amongst the green grass, made up a bright and beautiful carpet. Farther on, the flowers were fewer; but everywhere the herbage was luxuriant, admirable for pasturage, and, in the hollows, tall enough for hay. Even where the marshes intervened, the grass was all the thicker, taller and coarser, so that an acre of marsh is counted as valuable to the settler as an acre of prairie.

"It is no wonder that settlers speak enthusiastically of the country. The great difficulties a farmer encounters elsewhere are non-existent here. To begin with, he does not need to buy land; for a hundred and sixty acres are given away gratuitously by the Government to every *bona fide* settler; and one-third of the quantity is a farm large enough for any one who would devote himself to a speciality, such as the raising of beets, potatoes, or wheat. He does not need to use manure, for, so worthless is it considered, that the Legislature has had to pass a law prohibiting people from throwing it into the rivers. He has not to buy guano, nor to make compost heaps. The land, if it has any fault, is naturally too rich. Hay is so

abundant, that when thrashing the grain at one end of the yard, they burn the straw at the other end, to get rid of it. He does not need to clear the land of trees, stumps, or rocks, for there are none. Very little fencing is required, for he can enclose all his arable land at once with one fence, and pasture is common and illimitable. There is a good market all over Manitoba for stock or produce of any kind; and if a settler is discontented, he can sell his stock and implements for their full value to new comers. In twelve working days we had travelled five hundred and six miles, doing on this last forty-six; and the horses looked as fresh as at the beginning of the journey; a fact that establishes the nutritious properties of the grasses that were their only food on the way, as well as the strength and the hardihood of the breed."

WHAT THE MANITOBA CLIMATE IS.

As a most important consideration to the "traveller or sportsman" is the climate of the country in which he intends spending either a little time or making it his home, a short description of the Manitoba North-west climate will be found of much interest, taken from the "Meteorological" and Professor Macoun's Reports. The latter writes:—"For many years this vast extent of territory lay as a blank on the maps, almost unknown to Englishmen or Canadians, and counted valueless except as a fur-bearing country; yet, as long ago as 1812, Lord Selkirk said that the valley of the Red River alone would maintain a population of over 20,000,000. I have had the good fortune to spend a number of months in the territory, and travelled over its whole extent from east to west, and, being impressed with its importance as a field for immigration, have since then taken every opportunity to make myself acquainted with its climate and capabilities. As the plain descends to the north the rainfall increases, the cactus and sage-brush give place to bunch-grass, and this, north of the line, soon passes into sward, quickly followed as we proceed northward by copse wood, which, north of the Saskatchewan, is replaced by

aspen forest, and this on the water-shed into one of spruce. No appreciable alteration in temperature takes place, but only an increase of moisture, as we pass to the north, and with this increase of humidity a more equal temperature is noticed. Less radiation takes place as we leave the high treeless plains, and, consequently, the variation of temperature is less strongly marked between day and night.

"In 1876 the temperature in both Winnipeg and Toronto, in summer, was as follows :

	April.	May.	June.	July.	August.	Sept.	Average 6 months.
WINNIPEG, Lat. 50° Long. 97°	35.4	52.1	59.2	65.8	68.3	51.8	54.5
TORONTO, Lat. 44° Long. 79°	38.2	51.5	65.5	68.8	70.2	57.5	58.6

And the rain and snowfalls were :—

	Winter.	Spring.	Summer.	Autumn.
Quarterly rainfall at Winnipeg	0.00	5.69	10.52	0.04
" " Toronto..	5.51	6.63	5.74	3.18

	1st half of year.	2nd half of year.
Snowfall, in inches, at Winnipeg.....	28.6	29.7
" " Toronto	67.7	45.7

It will be seen by the above table that the rainfall at Winnipeg in summer and spring is nearly equal to that of Toronto for winter, spring and summer, and, where Toronto has over three inches in autumn, Winnipeg has scarcely any. The absence of autumn rains in the North-west is a priceless boon, as it enables the farmer to thresh and harvest his grain without injury, and, besides, gives him excellent roads when he needs them most.

"The progress of the seasons and the labours of the husbandman, throughout the North-west, may be summed up as follow :—In April, the hot sun dissipates the slight covering of snow, and, almost immediately, ploughing commences, as, after the frost is out six inches, spring work may begin. Seeding and ploughing go on together, as the ground is quite dry, and in a few days the seed germinates, owing to the hot sunshine; the roots receive an abundance of moisture from the thawing soil, and, following the retreating frost through the minute pores opened in it, by its agency penetrate to an astonishing depth, (often two feet) all the time throwing out innumerable fibres. By the time the rains and heat of June have come, abundance of roots have formed, and the crop rushes to quick maturity. It is just as much owing to the opening power of the frost as to the fertility of the soil that the enormous crops of the North-west are due, and as long as the present seasons continue, so long will the roots penetrate into the subsoil, and draw rich food from inexhaustible reservoirs which *are there*.

"After the middle of August the rains almost cease, and for ten weeks scarcely a shower of rain falls, giving the farmer ample time to do all necessary work, before the long winter sets in. These general characteristics apply to the climate of the whole North-west, and the same results are everywhere observed over tracts embracing over 300,000 square miles of territory. One important result of this peculiar climate is the hardness and increased weight of grain caused by it. Another, equally important, is the curing of the natural hay; and our experience has been that the horses and cattle do better to collect their own food on the prairie than to be fed with hay. All stock-raisers know that it is not cold that injures cattle or horses, but those storms of sleet or soft snow which are so common in Ontario and the Eastern provinces. Such storms as those are never seen in the North-west, and the cattle are never wet from November to April.

"Many intelligent persons are afraid of the winters of the North-west, as they measure the cold by the thermometer

rather that by their own sensibilities. It is not by the thermometer that the cold should be measured, but by the humidity of the atmosphere, as, according to its humidity so is the cold measured by individuals. All through the fall my men never noticed a few degrees of frost, and it was no uncommon thing to see a man riding in a cart without his coat when the thermometer was below freezing point. Dry air is a non-conductor of heat, and as the dryness increases with the lowering temperature, the increasing cold is not felt by either animals or plants, and we find a solution to the paradox that, although water may freeze, vegetation is not injured except when a humid atmosphere is in immediate contact with it. The increase of dryness in the air has the same effect as an increase of warm clothing for man and beast; and we suffered less from a temperature of 10 degrees below zero, this winter, though lying in tents, without fire, than we would have done in Ontario with 10 degrees of frost.

"After seven years' study of all available material and constant observation, I can state that our peculiar climate is caused by the great American Desert, which, in fact, commences at the 100th meridian, exactly south of our prairies, and extends with little interruption to California; and the wind passing over, or descending to, our plains, giving out heat and moisture in the summer, and in winter wrapping the whole country in a mantle of dry air which moderates the climate—so much that, without the aid of a thermometer, no one would believe the cold was so intense. We have, then, a dry, cold, clear winter—a dry spring, with bright sunshine; a warm summer, with an abundance of rain; a dry, serene autumn, with possibly a snow-storm about the equinox."

A climate as above stated—soil of abounding fertility, extending over a region of almost boundless extent; lakes and rivers full of water-fowl and fish; the prairies and woodlands the abode of every description of game,—such is the great new Canadian North-west; and the fact, that during the months of September and October hardly any rain falls, makes hunting, shooting, and lying under canvas in the prairies most healthy and enjoyable.

CANOE SHOOTING A RAPID.

(See Back of Cover.)

To shoot rapids in a canoe is a pleasure that comparatively few Englishmen have ever enjoyed, and no picture can give an idea of what it is. There is a fascination in the motion, as of poetry or music, which must be experienced to be understood. The excitement is greater than when on board a steamer, because you are so much nearer the seething water, and the canoe seems such a fragile thing to contend with the mad forces, into the very thick of which it has to be steered. Where the stream begins to descend, the water is an inclined plane, smooth as a billiard table; beyond, it breaks into curling, gleaming rolls which end off in white, boiling caldrons, where the water has broken on the rocks beneath. On the brink of the inclined plane, the canoe seems to pause for an instant. The captain is at the bow,—a broader, stronger paddle than usual in his hand,—his eye kindling with enthusiasm, and every nerve and fibre in his body at its utmost tension. The steersman is at his post, and every man is ready. They know that a false stroke, or too weak a turn of the captain's wrist, at the critical moment, means death. A push with the paddles, and, straight and swift as an arrow, the canoe shoots right down into the mad vortex; now into a cross current that would twist her broadside round, but that every man fights against it; then she steers right for a rock, to which she is being resistlessly sucked, and on which it seems as if she would be dashed to pieces; but a rapid turn of the captain's paddle at the right moment, and she rushes past the black mass, riding gallantly as a race horse. The waves boil up at the side, threatening to engulf her, but, except a dash of spray or the cap of a wave, nothing gets in, and as she speeds into the calm reach beyond, all draw long breaths, and hope that another rapid is near.

"From Ocean to Ocean."

A strong friendship is felt after a few weeks' travelling with your Indian guides; for they possess the qualities of patience, endurance, dignity, and self-control always seen in the North-west Indians.

The Indians never halt without at once turning their canoes upside down, and examining them. The seams and crevices in the birch bark yield at any extra strain, and scratches are made by submerged brushwood in some of the channels or the shallow parts of the lakes. These crevices they carefully daub over with resin, which is obtained from the red pine, till the bottom of an old canoe becomes almost covered with a black resinous coat.

The class of canoes generally known in former days as North canoes, which used to be sent by the old Hudson Bay Company from Lachine, near Montreal, to Fort William, at the head of Lake Superior, were about 36 feet long, and carried a crew of from 16 to 18 men, and could stand a heavy storm on any lakes; but it was generally the habit of the crew to coast near the shore and avoid heavy weather. The inland postage canoes were about 25 feet long, with a crew of 8 to 10 men. The ordinary load of the large canoes were about 120 packs of 90 pounds each, or, with crew and passengers' baggage, nearly 5 tons. Seldom any accident ever occurred. In wet weather a red painted canvas oilcloth cover protected the goods. The ordinary stroke of the paddle was 50 to 55 per minute, and in calm water from 5 to 6 miles speed—an average day's run being 50 to 60 miles.

Another traveller in the North-west (Mr. Macdonald), thus describes the guide in charge of the canoes:—"He was, generally, some steel-framed, steady and electric-eyed Iroquois of Caughnawaga, or some old French Canadian *voyageur*, wise, exceedingly, in his own way, and endowed, one would think, with special instincts for his duty. In canoes, he takes the post of honour and trust, the bow. Between him and his precious charge, every nasty ripping rock, or sudden stick in the way, the shallow way—for going up stream they have ever to hug the shore—there is nought but the thin birch bark, and its slender lining. He must needs, therefore, watch every inch of the way. On the other hand, when running a bad rapid, or, more fearful still, a *chate* with its whirlpools, what a world of lightning calculations and electric force of thought must

fill and flash from that brain and unmoved head, which with its long ebon hair, flashes hurtling in its plunge, like a meteor, through the mists of boiling waters! On such occasions not a word is said, the steersman, the biggest giant of the lot, takes his 'cue' from a sign from the bow's man, generally imperceptible to others not trained to the mystery, and at it they go, as one heart, one mind, quickly, strongly, but ever (and in this the native shows almost a speciality), with a reserve of physical power and nervous energy equal to the occasion. 'Stoic,' he never loses his presence of mind. 'Tis he runs our steamboats down the fiercest rapids in the river St. Lawrence."

TABLE OF DISTANCES.

Liverpool to Halifax ... 2440 Miles.	Quebec to Brockville. 217 Miles.
" Portland 2700 "	" Kingston... 344 "
" Boston ... 2810 "	" Belleville.. 392 "
" Quebec ... 2634 "	" Cobourg ... 436 "
" New York 3010 "	" Port Hope. 442 "
" Montreal 2712 "	" Toronto ... 505 "
" Toronto... 3145 "	" Ottawa ... 338 "
" Sarnia ... 3333 "	Toronto to Guelph ... 48 "
" San Francisco, via	" Stratford... 88 "
Quebec 6080 "	" London ... 120 "
" San Francisco, via	" Goderich... 133 "
N York 6338 "	" Sarnia 168 "
Halifax to Quebec ... 686 "	" Uxbridge... 43 "
" Montreal 858 "	" Woodville . 63 "
" Ottawa ... 1022 "	" Cobocenk. 87 "
" Toronto... 1191 "	" Hamilton .. 39 "
" Detroit ... 1422 "	" Harrisburg. 58 "
" Chicago... 1706 "	" London ... 115 "
Portland to Montreal 297 "	" Chatham... 179 "
Boston to Montreal 408 "	" Windsor ... 225 "
Toronto and	" Northern R. R.
Sarnia to Manitoba,	Richmond
"Rail & Lake route" 1160 "	Hill 18 "
Toronto to Manitoba,	" Newmarket 34 "
"all Rail route" 1405 "	" Belle Ewart 53 "
Toronto to Chicago ... 515 "	" Barrie 64 "
Grand Trunk R.R.	" Orillia 86 "
Quebec to Montreal... 172 "	" Washago ... 103 "
" Cornwall... 239 "	" Cravenhurst 116 "
" Prescott ... 284 "	" Collingwood 94 "
	" Meaford ... 215 "

Hamilton and N. W. R.		Hamilton to Elora	60 Miles.
to Collingwood	110 miles.	" Fergus	63 "
Hamilton to Barrie.....	97 "	" Harristown ..	95 "
Toronto to Niagara Falls	52 "	Prescott to Ottawa.....	54 "
Port Hope to Peterboro'.	81 "	New York to Niagara	
" Lakefield...	40 "	Falls.....	443 "
" Lindsay ...	43 "	" Hamilton	
" Beaverton .	66 "	(Canada)	486 "
Brockville to Perth	40 "	New York to Toronto ...	525 "
" Carleton Pl.	45 "	Toronto to Orangeville	40 "
" Arnprior ...	69 "	" Mt. Forest.	88 "
" Ottawa ...	73 "	" O. Sound...	127 "
" Sandpoint .	74 "	" Sault. Ste.	
Hamilton to Galt	31 "	Marie ...	348 "
" Guelph ...	47 "		

LAKE SUPERIOR PORTS.

Sault Ste Marie to Point aux Pine ...	6 Miles.
Point aux Pine to Batchawang ...	52 "
Batchawang to Michipicoton River ...	62 "
Michipicoton River to Pic River ...	95 "
Pic River to Nepigon ...	100 "
Nepigon to Silver Islet ...	60 "
Silver Islet to Prince Arthur's Landing ...	21 "
Prince Arthur's Landing to Port William ...	5 "
Fort William to Duluth ...	198 "
Duluth to St. Vincent ...	400 "
St. Vincent to Winnipeg ...	63 "
Winnipeg to Poplar Pt. 46 Miles.	Winnipeg to Fort Ed-
" High Bluff 53 "	monton.. 870 Miles.
" Portage La ..	" Emerson .. 62 "
" Prairie.. 62 "	" Icelandic
" Little Sas-	Settlement 56 "
katchewan 143 "	" Victoria... 24 "
" Shoal Lake 180 "	" Rock Lake 115 "
" Fort Ellice 210 "	" Morris ... 25 "
" South Sas-	" Selkirk ... 24 "
katchewan 500 "	" Oak Point 60 "
" Victoria ... 800 "	" Rapid City 168 "

The distances in Manitoba are only approximate, as in many cases the trail or road varies across the Prairie land.

THE LAKES.—The following are measurements of the lakes named:—"The length of Lake Superior is 335 miles; its breadth, 160 miles; mean depth, 688 feet; elevation, 627 feet; area, 82,000 square miles. The length of Lake Michigan is 300 miles; its breadth, 198 miles; mean depth, 690 feet; elevation, 506 feet; area, 23,000 square miles. The length of Lake Huron is 200 miles; its breadth is 160 miles; mean depth 600 feet; elevation, 274

feet; area, 20,000 square miles. The length of Lake Erie is 250 miles; its breadth is 80 miles; its mean depth is 84 feet; elevation, 555 feet; area, 6,000 square miles. The length of Lake Ontario is 180 miles; breadth, 65 miles; its mean depth is 500 feet; elevation, 261 feet; area, 6,000 square miles.

FISH.

In the fisheries of the great fresh-water Lakes, Ontario is possessed of no inconsiderable resource. The waters of Lakes Huron and Superior are teeming with life, and on the north shore of Lake Superior alone, 30,000 barrels of white fish and salmon trout are yearly put up for market.

Great numbers of siskawit, the fattest and finest species of the lake trout family; and large lake trout, namaycush, and white fish, attihawmeg, are packed annually for market on the shores of Lake Superior.

The siskawit may be said to be peculiar to this lake. They are caught readily by the hook, but are more commonly taken by means of gill-nets, which are set a yard or two from the bottom, in water of about 20 feet deep—the lower edge of the net being anchored by means of small stones attached to cords, while the upper edge is sustained vertically by means of thin laths or spindles of light wood. These nets are set at night, and are drawn in the morning.

The siskawit weighs from five to twenty pounds, while the lake trout weighs as much as forty or fifty pounds.

Of all the fish caught upon the lake the siskawit is most prized, on account of its fatness. White fish are, however, much more delicate, and are preferred to all others by the white inhabitants and travellers.

The fisheries of Lake Superior and Huron are of great value to the people living upon the shores of these lakes, and of importance to the countries on the other and lower lakes, and the Island towns, near their borders. To the poor the bounties of the great lakes are of vital importance, for, without the fish, the native tribes would soon perish.

The fish which are the most plentiful in these lakes and rivers are the salmon trout, the common trout, maskinonge or maskelonge, white fish of great variety, pike, pickerel, bass, perch (a good pan fish), and herrings. The sturgeon is caught in our waters frequently weighing from 80 to 100 pounds. The smaller rivers and streams teem with the speckled trout. Perhaps the chief favourites of our Canadian waters are the white fish and maskelonge. Many thousands of barrels of salmon, white fish, and herrings are annually exported at present, chiefly to the United States.

The larger lakes abound in white fish, a delicious article of food, weighing from four to five pounds. The fisheries of the lakes, when properly developed, will form an important source of revenue. The rivers and streams abound in pickerel, pike, catfish, sturgeon, sunfish, gold-eyes, &c., so that Manitoba, and the North-west to the Rocky Mountains, present superior attractions to the tourist and sportsman.

G A M E .

The following from the Manitoba newspapers show the kind of game that may be shot within a reasonable distance of Winnipeg:—

"GAME—Messrs. Wm. Chambers and Tom Chapman have returned from a trip to Lake Manitoba. They succeeded in a day and a half's shooting in bagging two hundred and thirty-five ducks and four large geese."

C. V. Alloway, writing from Manitoba to friends in Montreal, says:—"I have just finished my fall duck hunt. The Hon. James McKay and myself, in two days, killed 480 large stock ducks and 103 fall ditto. We also got three large moose and any number of chickens, rabbits, &c. During my summer rambles I managed to kill three grizzly bears."

A party consisting of Messrs. H. G. McMicken, Robt. Woods, and S. L. Bedson brought down seven hundred and eighty-three ducks, in two days' shooting on the east side of Lake Winnipeg.

Some gentlemen who were out along the stage road to Pembina, report prairie chicken plentiful enough about twelve or fifteen miles from this city; also immense flocks of wild pigeons a short distance off the road.

A Emerson Manitoba paper says:—"Mr. C. A. Skeffington, while hunting on the Scratching River a week ago, shot 250 ducks in one day, 20th September. He had two guns, and a servant loading while he was shooting."

The moose is still abundant on both sides of the Peace River, and the wood buffalo is still found between the Athabasca and the Peace River about lat. 57°. From 500 to 1,000 head is the estimate of the hunters. Black bears are very numerous on the upper part of the Peace River, and furnish the chief food of the people in July and August. Cariboo are north and east of Lake Athabasca, and are the chief food of the Indians and Half-breeds of that region. Rabbits are in immense numbers wherever there is timber, and are easily taken. Waterfowl are beyond computation, during September, in the neighbourhood of Lake Athabasca, and large flocks of Canada geese are found on Peace River all summer. Lynx, beaver, martin, and fox make up the chief fur-bearing animals.

The buffaloes have wintered on the nutritious grasses of its prairies, up to as high a latitude as Lake Athabasca; and the Half-breeds and Indians camp out in the open plains during the whole of the winter, with no shelter but a buffalo skin tent and robes; and horses of the settlers run at large and grow fat on the grasses which they pick up in the woods and bottoms.

It is not intended here to describe a buffalo hunt, with all its excitement, its danger, and its novelty. The sportsman, however, may be advised to go and experience it for himself. It is the perfection of hunting; and as horse, rifle and revolver are brought into service, it will at once be seen that it has special and peculiar attractions for Englishmen, accustomed as they are to both hunting and shooting. To the genuine sportsman, nothing can be more enjoyable.

Those who have time, and who have made the necessary preparations, may extend their trip westward to the Rocky Mountains in search of bears and other large game. They may even pass onward into British Columbia, the forests of which afford splendid sport.

Guides can be procured at Winnipeg, the best being the Half-breeds, a cross between French or English and Indians, and are undoubtedly the most expert and successful buffalo-killers on the American continent. The services of a few of these men can be secured without difficulty, and at a moderate cost. Their horses, an active, wiry breed, are trained to the sport, and appear to take as much pleasure in it as do their masters. Before engaging guides, however, the sportsman should consult the agents of the Government, who will readily give him every advice and assistance. The half-breeds are, as a rule, trustworthy, honest, and respectful; still it is always the best policy to have the advice of one in authority in making your arrangements.

The party should be provided with good breech-loading rifles, revolvers, and an abundant supply of ammunition; although the hunt for these by the native Indian and half-breeds is by the use of the common flint-lock smooth bore, and revolvers, which are discharged at the gallop, with great rapidity. The firing is, of course, at point blank range, while galloping with a herd of buffaloes. (*See Frontispiece*).

The half-breeds are active, hardy, enduring, shrewd fellows; thoroughly trustworthy, handy in camp, and cunning on the trail. They will find the game if it is to be found at all, and when brought down they know how best to treat such parts as are to be preserved as trophies; and how to cure the choice cuts of the meat. But be cautious how you leave your spirit flask about; after the day's toil is over one glass is enough, and will be appreciated by them.

Every settler from the old country should bring his gun or rifle with him, as there are very few parts of the Northwest territory he cannot find, in his rambles, game of some

kind, while in Ontario the only restrictions are in favour of close seasons at certain periods of the year. They are made exclusively in the public interest, and to prevent the extermination of birds and animals recognized as common property. The moose, cariboo or reindeer, and the red deer, are found in large numbers, but of course only in the unsettled or partially settled portion of the country. The fox, silver, grey, red and black; raccoon, otter, martin, mink, and muskrat, are found in many places contiguous to settlements, and are captured for their furs. The beaver is still found, but at increasingly remote spots. The Canadian rabbits resemble in many respects the English hare. They are abundant, but not in numbers sufficient to prove mischievously destructive. Of birds, we have every description of wild fowl; the wild swan, goose and duck of several kinds; also, partridges (similar in habits and colour of meat to the English pheasant), quail, woodcock, striped plovers, wild turkey, and some others. The wolf is very scarce, although occasionally heard or seen in the vicinity of the back settlements. The bear frequents the woods in the northern part of the province, but is seldom dangerous, living largely in summer on wild fruits and roots, and hybernating in the winter. He rarely attacks a human being unless molested or brought to bay. Fishery laws are in force in certain waters. They are, like the game laws, only intended to prevent the unfair or wasteful destruction of the fish. The lakes and rivers of Canada literally swarm with fish. The salmon trout, white fish, trout, herring, maskinonge, bass, pike and pickerel, with all kinds of small fish, are captured in enormous quantities. A very great variety of birds spend the summer months in Ontario, but with few exceptions migrate to warmer regions as winter approaches. Many of these are fine songsters, and others of remarkably beautiful plumage. The insectivorous birds are, for the benefit of the farmer, protected by law.

OUTFIT FOR CAMPING.

For a sojourn of a few weeks in the hunting and fishing grounds, either of Lake Superior or the Manitoba regions, it will be best to provide a tent suitable to the number of the party. Where the sporting ground is near the smaller lakes and rivers in Ontario, tents are hardly necessary, as country hotels or farm houses can generally be met with within a reasonable distance; but in the prairie land of the North-west, and in visiting the great northern lakes, where the best sport is to be found, it is necessary to camp out: and who has not enjoyed the pleasant leisure-time, (after the labour of the day, in camp? The morning sport of the game, the evening quiet fishing, the result all brought into camp for the cook's selection. After satisfying the hunter's appetite, the after smoke around the fire, and the knowledge of being free from the busy world for a time, braces up many constitutions to grapple with new energy the fight of life on their return home.

No one, even a partial sportsman, after a short camping expedition, but is ready the next season to have another outing.

In driving over the prairie, you would do well to provide the following articles, if you do not happen to have them:—

A tent, frying-pan, kettle to boil water, tea pot, water pail, axe, hatchet, butcher knife, one or two plough lines and bedding, cups, plates, knives and forks, spoons, some wrought nails, a piece of leather (strong), paper of wrought tacks, some stout twine; and your provisions as follows:—tea, sugar, salt, pepper, biscuits, ham, bacon or pork, flour, baking powder, butter, matches, summer medicine.

Get hobbles made for your horses to prevent their straying away from you at night. Hobbles are straps made to confine the fore-feet of the horse to prevent his galloping away. These straps are fastened on just over the hoof above the fetlock, the legs being allowed a play of about a foot apart. In this way the animal can only hop along, and cannot consequently travel any distance during the night. Hobbling horses does not in the least

interfere with their feeding. When travelling, make it a rule to start as early as possible in the morning, take long rests in the middle and heat of the day, and travel again in the cool of the evening, so as not to *wear out your horses*.

The pleasure of travelling over the prairie may be interrupted now and again by mosquitoes and sometimes bad roads, but taking it altogether, it is quite an enjoyable trip. You eat heartily and sleep well, and you have plenty to employ your time in looking after your team, making and striking camp, and meals. In the spring and in the fall, you will meet with numbers of ducks, pheasants, and prairie chickens. It is not improbable that you may come across a deer, a fox, or even a bear; but not often, unless on the look-out, and with a native guide.

Clothing should be loose, to allow free and full working of all the organs of the body, as well as for the passage of air. The material of winter clothing, which comes next the body, should be of wool. Easy boots should be worn. Two double blankets, wrapped and strapped in waterproof cloth 6 feet by 4 feet, to lay under your blankets, will be found very necessary. These, with a pillow, make a convenient portable bed. In travelling through swampy land, a musquito net to put over the head will not be amiss to take. Be careful of your fire, so as not to cause a prairie one, also in smoking. These fires happen only in the spring and fall in old grass, and it must be remembered they only occur on the open prairie.

After the beginning of October the evenings get a little chilly, but if the sportsman's bag has been well filled during the day, he does not feel the change, seated around the tent fire. With regard to tents, it may be mentioned that one to hold from four to six persons can be purchased in Toronto for £5 to £6, larger ones cost on an average £1 per person more. Great care should be taken in the selection of a site which will not be flooded in case of rain. A trench should be dug on the upper side, opening at each side somewhat beyond the ends of the tent. The tent should be provided with a lantern which can be hung from the ridge-pole, and also with a musquito bar. This

allows good ventilation without affording admittance to mosquitoes, which are only found during certain months.

Boats should be secured at some points on the lakes or be brought from elsewhere. They should be stoutly built, as they frequently come in contact with the rocks. The greatest caution should be used in landing in the dark. Many boats are, in a few days, rendered wholly unseaworthy if they are not carefully handled in this respect.

COST OF GOING.

The following is at present the rates of passage from Liverpool to the undermentioned places, but where the traveller or tourists takes a return ticket, on the Ocean Steamships, which can be used at any time within one year, a considerable reduction can be saved.

		£	s.	£	s.
LIVERPOOL to QUEBEC.					
	Cabin	12	0	to	18 0
	Intermediate	8	8	to	0 0
„ to MONTREAL.					
	Cabin	12	14	to	19 10
	Intermediate	8	14	to	0 0
„ to TORONTO.					
	Cabin	14	0	to	19 10
	Intermediate	9	10	to	0 0
„ to FORT WILLIAM.					
	Cabin	19	0	to	0 0
	Intermediate	11	8	to	18 0
„ to NIPIGON.					
	Cabin	19	0	to	0 0
	Intermediate	11	8	to	18 0
„ to WINNIPEG.					
	Cabin	22	0	to	26 0
	Intermediate	12	18	to	0 0
	Steerage	10	16	to	0 0

Intermediate and Steerage Passengers are allowed ten cubic feet for Luggage for each adult; for all over that quantity a charge of 1s. for each cubic foot will be made.

Cabin passengers are allowed twenty cubic feet, about four trunks.

Steerage passengers are allowed ten cubic feet, about two trunks.

Baggage not wanted on the voyage should be marked BELOW.

Passengers should be on board with their baggage one hour before the time of sailing. Baggage for intending passengers received on all Company's Piers and cared for by the Company's Baggage Master.

You will save money by purchasing your Railroad Tickets before entering the cars in America.

Check your baggage, and the Company will then be responsible for it. Baggage in Passenger Cars is a source of anxiety to the owner, causes inconvenience to others, and is unsightly and altogether out of place.

It is dangerous to stand on the platform of cars, or move from one car to another, or attempt to get on or off whilst the Train is in motion. Heads and arms are safest when they are *inside* the car windows.

Baggage can be checked *through* from places in Canada to the United States, and *vice versa*; but in such cases the law requires each Passenger to point out his Baggage to the Customs' Officers at the Frontier Station, in order that it may be examined.

CANADA AS A HOME.

Many readers of this little book, after perusing the description of the regions where the best shooting and fishing can be found, the pleasures of a trip on the Northwest prairies, the canoe voyage, &c., have perhaps often thought to themselves—"What sort of home does the Dominion of Canada make, in addition to the abundance of sport?" And although this work is not intended as a guide to settlers taking up their abode, still a short description of what a small tenant farmer or agricultural labourer finds in Canada as a home, may be useful and interesting. The man of means can always

find the best of investments in the Dominion of Canada. but the small tenant farmer or labourer can never expect to own the soil in Great Britain he works on, but in Canada, if only industrious and 'saving, he cannot fail, if he pleases, to become his own landlord. In his old home, his boys and girls will, with rare exceptions, be nothing but what their fathers and mothers have been before them; but it is all but certain in Canada that they will, in a few years, be in a position as independent as those they serve at home. In Great Britain, it is the constant struggle of the agricultural class to get sufficient food and the necessary comforts of life. In Canada, no farm labourer need go short of three good meals a day. In Great Britain, he feels at every step he takes the difference in caste or rank between himself and the other people he rubs elbows with in the world. In Ontario, while a civil bearing and courteous demeanour will always be appreciated, servility is despised, and a self-respecting sense of equality is always honoured. In Great Britain, he can hardly look at a hare or a pheasant without being a marked man; in Canada, there is not a game bird in the air nor a wild animal in the woods he may not snare or shoot at the proper season, and welcome. In too many parts of England, if he fails to put in an appearance at the Parish church, or dares to frequent "chapel" instead, he or his family are made to feel the consequences. In Canada, he may worship his Maker where and how he pleases, for "Churchman" and "Dissenter" are names unknown here. At the public schools the child of the humblest labourer has a free education, may lay the foundation for any position in life, and takes rank with the children of the richest man in the township. He pays no poor rates, for there are but few paupers. He pays no tithes or their equivalent, for there is no State Church to maintain. He suffers no appreciable injury from game, and what little he cares to shoot, or has time for shooting, he is welcome to. If he rents a farm, the conditions are the simplest, and he can buy one on easy terms at any time. There is always plenty of improved land in

the market, plenty of people or companies are willing to advance money on mortgage at some 7 or 8 per cent. interest, and the whole cost of transferring a fine farm, settling title, and all, does not ordinarily amount to the value in Canadian currency of a British five-pound note.

In a pamphlet published by the Government of Ontario, the following information is given :—"No agricultural labourer need fear any difficulty in securing work in Ontario at remunerative wages. The practice of boarding farm labourers in the house has naturally secured a preference for single men. But there are many farmers now in Ontario who appreciate the steady habits and tendency to remain in one place that usually characterise the married farm labourer. The agents at the immigration depôts are always able to dispose immediately and satisfactorily of as many agricultural labourers as present themselves, married or single. A man, with a wife who is willing and able to do a day's household work now and then, and half-a-dozen, more or less, boys and girls coming on to be useful, is a welcome settler in any part of the rural districts, and sure to get on. We are speaking now of the man used to farm work in the old country. Farmers, like other persons in business, although willing to give a job to any handy man when they want one, expect skill and experience in the every-day duties of the farm when they engage a permanent hand. A great many people come out to Canada with the notion that muscle is all that is wanted. In the open season, and when a good deal of rough work is going on, nearly everybody who comes finds employment, and nearly all manage to secure a living. But our farmers are increasingly particular as to the qualifications of the men they engage, and will often go out of their way to secure a competent person, while they would refuse to employ an incompetent one altogether. The wages of a man boarded and lodged are from \$12 (say £2 10s. 0d.) to \$20 (say £4) a month. A married man would, perhaps, get little or no more in money, because in a farmer's household very little is thought of the cost of food, but he will have his cottage probably rent free.

"The rate of wages above given for domestic servants applies to the rural districts. But in the cities and large towns the demand is quite as good for this class of persons, while the wages are much higher on the average than in the country. From \$6 (25s. sterling) to \$10 (£2 sterling) per month may be said to be the rate of first-class domestic servants' wages in towns and cities with board."

Among numerous instances quoted of what pluck and industry may do in Canada, the following is a sample:—"Mr. Daniel Osborne, Rose Bank, South Dumfries, county of Brant, came to Canada in the year 1849, arrived at Brantford, Ontario, about May, with only £1 6s. in his possession, went to work at once at anything he could get to do; had been used to farm work, worked for some years with farmers in the neighbourhood of Brantford, and then rented a lot of 100 acres about three miles from the town, in company with another person. He stayed on it a few years, during which time he worked hard, early and late, and saved about \$1,500 (£300), then rented another farm near, rather larger, himself; stayed on it till he rented and afterwards purchased the place on which he now resides, a fine farm of 330 acres, worth now over \$30,000 (£6,000). He has lately built a brick house on it worth \$3,000 and most of the property is paid for. He has brought up a family of six, and says any one who comes out here with health and determination to work hard and avoid drink need not fear making a good living and securing a comfortable home, but need not expect to do so without energy and prudence.

A settler, *with the necessary personal qualifications* and a small capital—say £80 to £100 sterling—may go on to a Free Grant well selected, with very little risk of failure. But the old country emigrant, no matter what his conditions are previously, will usually do best to gather some Canadian experience before he goes into the bush. Meanwhile he should be always on the alert to pick up ideas and knowledge of whatever will be ultimately useful to him in his new life.

Uncleared land varies in price from 8s. to 40s. an acre, according to situation and soil. Cleared and improved farms can be bought at prices ranging from £4 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate.

In the new North-West and Manitoba is contained nearly 180 millions acres of fertile land, suitable for grain and stock-raising, and land can be bought near rising towns and villages, at prices from 16s. to £2. Manitoba is now known to be the finest wheat and stock-breeding country in the world; and the thousands of well-to-do farmers, agricultural labourers, and others who are pouring into the vast and rich country, is a proof. To the man with little means, but with strong arms and hopes, the Government offers a free grant of 160 acres; but as so many have gone in and settled on free grant lands the last two or three years, he must make up his mind to go back some distance. But as the Canada Pacific Railroad is being pushed across this magnificent prairie and wooded country, what to the settler now appears to be a remote distance in securing his free grant lands, he may soon be as close to a market as if within twenty miles of Winnipeg. The provinces of Ontario and Manitoba offer the best inducement of any colony in the world for the farmer, settler, and agricultural labourer to make it their home.

A fact to be remarked is that the farmer who migrates from the British Islands to any part of Canada does not change his flag, nor does he, except to a very slight degree, change his mode of life nor his companionship. He goes among his own people, to conditions of life and society the same as those he leaves behind. He is not obliged to swear—before he can exercise the rights of citizenship, or in some States hold land—that he “renounces for ever all allegiance and fidelity” to his Sovereign and the land of his birth.

The Dominion of Canada is a territory of 3,500,000 square miles, stretching from east to west from the

Atlantic to the Pacific, and contains a larger area than the United States of America. Its Lakes and Rivers are the largest and most remarkable in the world. It has the largest extent of farming land, and it is believed to contain the largest coal fields. The construction of the Canada Pacific Railroad through the heart of the new Northwest, is giving employment to thousands of labourers who absorb all, at present, the farmer can produce. Canada is the nearest colony to Great Britain. The popular magnificent steamships of the "Allan Line," a company that has over 22 steamships, of a tonnage of 66,000, and last year carried over 16,000 passengers, make an average passage of 8 to 9 days to Quebec, being only out of sight of land for five days. Compare this time with a trip to Australia! Such is the country the traveller and sportsman has been invited, by the information given in these pages, to visit, and enjoy the abundant sport and beautiful scenery to be found in the immense territory of the "Dominion of Canada."

BEST TIME TO GO.

Settlers and others leaving England, Ireland, Scotland, &c., say about the 15th to the 30th April, will have ample time to arrive on their lands in Manitoba to sow their first crop, and will escape the spring rains in April and beginning of May, which sometimes makes the roads heavy for travelling, and also prevents early seeding, besides saving the expense of a month's lodging.

Land can also be inspected to better advantage in May or June, when the soil is dry, than during the spring rains.

SEASONS FOR GAME AND FISH.

FISH.	<i>Can be taken between</i>
Salmon and Lake Trout.....	1st Dec. to 1st Nov.
Speckled Trout, Brook & River Trout..	1st May to 15th Sept.
Bass.....	15th June to 15th May.
Maskinonge and Pickerel	15th May to 15th April.

GAME.*Can be shot between*

Deer.....	15th Sept. to 15th Dec.
Partridge.....	1st Oct. to 1st Feb.
Duck	1st Sept. to 1st Jan.
Woodcock	1st Aug. to 1st Jan.
Snipe	15th Aug. to 1st May.
Quail	1st Oct. to 1st Jan.
Plover	1st Nov. to 1st May.
Hares or Rabbits.....	1st Sept. to 1st March.
Elk	15th Sept. to 15th Dec.
Moose	" "
Cariboo	" "
Reindeer	" "
Wild Turkey	1st Oct. to 1st February.
Grouse.....	" "
Pheasant	" "
Prarie Fowl.....	" "
Beaver.....	1st Nov. to 1st May.
Musk-rat	" "
Mink	" "
Sable	" "
Martin	" "
Raccoon.....	" "
Otter	" "
Fisher	" "

These laws only apply to the Province of Ontario as yet.

No eggs of any of the birds above mentioned shall be taken, destroyed, or had in possession at any time.

It is also forbidden to hunt or kill Deer at any time for the purpose of exportation out of Ontario.

By Revised Statutes of Ontario, cap. 201, it is not lawful to shoot, destroy, wound or injure any bird whatsoever, save and except Eagles, Falcons, Hawks, Owls, Wild Pigeons, Kingfishers, Jays, Crows, and Raven.

It shall not be lawful to take, injure, destroy, or have in possession any nest, young, or eggs of any bird whatsoever, except those described above.

Between the 1st day of May to the 1st day of November, no traps, guns, snares or other contrivances shall be set to trap Raccoon, Otter, Fisher, Martin, Muskrat, Sable, Mink, or Beaver, and no Muskrat house shall be destroyed at any time.

The penalty for shooting out of season, any Deer, Elk, Moose, Reindeer, or Cariboc, shall not be more than \$50, or less than \$10.

In fur-bearing animals the penalty not more than \$25, or less than \$5, and the same penalty applies to birds or eggs.

MONEY TABLE.

STERLING MONEY IN CANADIAN CURRENCY.

Sterling Money.			Its equivalent in dollars and cents.		Canadian Currency,		Its equivalent in Sterling Money.		
£	s.	d.	Dols.	Cts.	Dols.	Cts.	£	s.	d.
0	0	1	0	02	0	01	0	0	0 $\frac{1}{2}$
0	0	2	0	04	0	02	0	0	1
0	0	3	0	06	0	03	0	0	1 $\frac{1}{2}$
0	0	4	0	08	0	05	0	0	2 $\frac{1}{2}$
0	0	5	0	10	0	10	0	0	5
0	0	6	0	12	0	15	0	0	7 $\frac{1}{2}$
0	0	7	0	14	0	20	0	0	10
0	0	8	0	16	0	25	0	1	0 $\frac{1}{2}$
0	0	10	0	20	0	50	0	2	1
0	0	11	0	22	1	00	0	4	1
0	1	0	0	24	2	00	0	8	3
0	1	3	0	30	3	00	0	12	5
0	1	6	0	36	4	00	0	16	5
0	1	9	0	43	5	00	1	0	6 $\frac{1}{2}$
0	2	0	0	49	6	00	1	4	8
0	2	6	0	61	10	00	2	1	1
0	5	0	1	22	20	00	4	2	2 $\frac{1}{2}$
0	10	0	2	43	25	00	5	2	9
1	0	0	4	87	50	00	10	5	6 $\frac{1}{2}$
5	0	0	24	33	100	00	20	10	11 $\frac{1}{2}$

For general purposes it will be sufficient to remember that the Canadian cent and the English half-penny are almost identical in value.

Manitoba and Canadian Rail and Lakes Route

**EUROPEAN PASSENGER OFFICE,
15, Water Street, LIVERPOOL.**

The large increase in the passenger-travel from Great Britain to Western Canada and Manitoba by the Canadian Short Rail Road and Lake Route, requires the undersigned to open an Office in Liverpool in connection therewith. An experience of over Twenty-five years in the Passenger and Goods Traffic of Canada, and personally acquainted with every part of the Dominion, is a guarantee that the most reliable information only is given. A Land Book, containing a List of improved farms and land for Sale in Canada, is open to intending settlers for free inspection in this Office. Also all the latest Maps published. Rates of Through Passages and on Goods to any part of Canada or Manitoba by the short and best routes given on application. When several form a party for Canada or Manitoba, either to take up Land or for a Shooting Expedition, Special Rates will be given. All information as to when to go? what to take? where to go? and the cost, &c., readily answered.

GEORGE H. WYATT.

Liverpool, 1st May, 1880.

V.  R.

THE CANADIAN GOVERNMENT

OFFERS UNEQUALLED ADVANTAGES TO SETTLERS.

FREE GRANT OF 160 ACRES

Are given to Settlers in the great Wheat producing prairie
lands of

MANITOBA,

AND THE

CANADIAN NORTH-WEST TERRITORIES

Along the route of the New Pacific Railway, and Free Grants
of 100 to 200 acres in other parts of Canada.

CHEAP FOOD, LIGHT TAXES, FREE SCHOOLS.

Assisted Passages to Agricultural Labourers and Female Domestic
Servants.

For full information, pamphlets, and advice, apply to the Government
Agents, W. ANNAND, 31, Queen Victoria Street, London; JOHN DYKE,
15, Water Street, Liverpool; CHARLES FOY, 29, Victoria Place,
Belfast; THOMAS GRAHAME, 20, Chiswick Place, Carlisle.

N.B.—At the Liverpool and London Offices, files of the leading Canadian
Journals, Statutes, Government Returns, Reports on Trade, &c., are kept
for the information of Passengers to Canada and America.

To the European Settler, Traveller, and Tourist for
MANITOBA AND THE NORTH-WEST.



The Shortest, Cheapest way to go is by
TORONTO AND COLLINGWOOD LINE

Splendid Powerful Steamers built specially for Lake Superior.

The Route.—The best way to travel is by the Quick Lake Route. The time through is about the same as "all rail," while you arrive at the end of your journey benefitted by the trip.

Look at a Map—The Collingwood Line Route

Is **THE INSIDE ROUTE**, giving pleasant calm sailing along the sheltered route of the Georgian Bay and Great North Manitoulin Channel.

Is **THE SHORTEST**, being 100 miles shorter by Lake than any other to Duluth. Duluth is nearer Winnipeg than St. Paul, so take the Collingwood Lake Route, and save **ONE THOUSAND MILES** of Railway travel.

The Connections.—At **TORONTO**, the Grand Trunk Trains and Steamers connect with the Northern Railway, where porters are in attendance to look after baggage, without expense or trouble. Check your baggage to "Union Station," Toronto. Carloads of Household Goods or Live Stock are sent through to Collingwood without any change.

At **COLLINGWOOD**, the Trains run down the Dock alongside the Steamers, this makes a saving for each family going via Collingwood.

At **DULUTH**, the Dock and Railway Station are alongside, and your baggage is put on board the Northern Pacific cars free, and you go right through by train to Winnipeg.

The Accommodation.—You have first-class cars on the Northern Railway, and the cabin accommodation is unsurpassed by any other line. Steerage berths are provided on the Steamers with separate accommodations for women and children. Hot water for tea supplied free. Hot meals at 1s. 6d. each. It is best to bring your own bedding, and make yourself comfortable.

Baggage.—200 lbs. of Emigrant effects will be taken free with each full ticket. Our agents at Duluth meet the steamer and without charge assist you in attending to your baggage.

Rates.—This Route will always be the **CHEAPEST**. Families will save from £3 to £4 each as against going by all Rail. Children under 5 years taken free, from 5 to 12 half fare, over 12 full fare.

Go by the Short Collingwood Route and you will get to Manitoba just as quick and in as good season, **BUT FAR CHEAPER** than by "All Rail."

European Immigrants, before purchasing in Great Britain, should ask for Tickets "via Collingwood Lake Line."

Apply to **BARLOW CUMBERLAND**, General Agent Collingwood Line, 85, Yonge Street, Toronto, Canada; or for Through Passage Rates and all information, apply to

GEO. H. WYATT,

15, Water Street, LIVERPOOL.

V.



R.

THE PROVINCE OF ONTARIO.

This Province is a territory of 105,000 square miles, or 69,000,000 acres, and Crown lands may be purchased at one shilling an acre and upwards, according to situation. The free grant system is as follows:— "Every head of a family can obtain gratis two hundred acres of land, and any person eighteen years of age may obtain one hundred acres in the free grant districts. This offer is made by the Government to all persons, without distinction of sex, so that a large family, having several children at or past 18 years of age, may take up a large tract, and become in a few years, when the land shall have been cleared and improved, joint possessors of a valuable and beautiful estate. The settlement duties are to have 15 acres on each grant of 100 acres cleared and under crop in five years, to build a habitable house, at least 16 by 20 feet in size, and to reside on the land at least six months in each year."

The patent is not issued till the end of five years.

There is a homestead law in force in Ontario whereby the land of the settler is protected from seizure for a certain number of years, and thus preserved for his family, no matter what financial difficulties he may get into.

Ontario is the most populous and wealthy province of the Confederation. It had, according to the census of 1871, a population of 1,620,851. Its south-western portions have a milder climate than Quebec or the Maritime Provinces. Its growth in wealth, principally from the products of agriculture, has been very rapid.

EDUCATION.

In the Province of Ontario alone, with a population of about two millions, there are about five thousand public schools, while the private schools number close upon six hundred.

FARMS AND LANDS.

Uncleared land varies in price from 2s. to 40s. an acre, according to situation and soil. Cleared and improved farms can be bought at prices ranging from £4 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate. Emigrants possessing means would do well not to be in haste to purchase, but to get some experience before taking so important a step. Agricultural labourers would study their own interests by accepting employment as it may be offered on arrival, and they will soon learn how to improve permanently their condition.

Persons of moderate but independent means, who are living on the interest of their money in England, could double their incomes by settling in Ontario, where from seven to eight per cent. can easily be obtained for investments on first-class security. Add to this that living and education are much cheaper than in the Old Country.

Full information may be obtained on application to Mr. PETER BYRNE, 6, South Castle Street, Liverpool, or to any authorised Agent of Canada in the United Kingdom.

A. S. HARDY, COMMISSIONER.

DEPARTMENT OF IMMIGRATION,
TORONTO, ONTARIO.

*To the intended Settler, Tourist, and Traveller going
to Manitoba, take the short "Lake Route," the*
LAKE SUPERIOR AND COLLINGWOOD LINE.



**The Steamers of this Line are of the Largest Size, and Splendidly Equipped.
The Best Route for European Settlers.**

**THE FAVORITE INSIDE SHORT ROUTE TO
LAKE SUPERIOR & MANITOBA.**

**THE SPLENDIDLY-EQUIPPED UPPER-CABIN SWIFT STEAMERS,
CITY OF WINNIPEG, FRANCES SMITH, CITY OF OWEN SOUND,**

In Connection with GRAND TRUNK RAILWAY, ROYAL MAIN LINE to
TORONTO. Thence via NORTHERN RAILWAY, or by HAMILTON AND
NORTH WESTERN from HAMILTON, &c., leave COLLINGWOOD at
5 p.m., and via TORONTO GREY and BRUCE RAILWAY, leave
OWEN SOUND at 10 p.m.,

EVERY MONDAY AND THURSDAY.

Leave DULUTH at Noon every TUESDAY and SATURDAY,
Calling at Bruce Mines, St. Joseph Island, Garden River, Sault
Ste. Marie, Nepigon, Thunder Bay, Fort William, and
Connecting at DULUTH with NORTHERN PACIFIC R. R.

**FOR WINNIPEG, MANITOBA,
Bismarck, Black Hills, all Points in the North-West, and the
St. Paul and Duluth R.R. for St. Paul and Minneapolis.
The COOLEST and MOST DELIGHTFUL TRIPS on American Waters.**

TOURISTS,

Will take the FIRST-CLASS PASSENGER LINE to LAKE SUPERIOR, and enjoy
the MAGNIFICENT SCENERY of the Great North Channel and the unsur-
passed Tourist Route traversed ONLY by this Line. Staterooms secured
at Central Passenger Agency, 35 Yonge Street.

SETTLERS FROM GREAT BRITAIN

Will find this the cheapest and most comfortable route TO MANITOBA. Fine
Steamers. Good accommodation. Free berths and steerage accommodation—
advantages not given by any Rail Route. Fares much Cheaper.

For information as to Freight or Passage, apply to

BARLOW CUMBERLAND, Gen. Agent,
35, Yonge Street, TORONTO;

Or to

GEO. H. WYATT,
15, Water Street, LIVERPOOL.

Notice to the European Settler, Sportsman, and Tourist.



THE NORTHERN RAILWAY OF CANADA

Runs three fast Express Trains daily, between Toronto, Collingwood, and Muskoka Lakes, and is the shortest, quickest and most picturesque Route through Canada to Manitoba.

The Railway is equipped First-class in every particular,

STEEL TRACK, PALACE PARLOR CARS, COMFORTABLE COACHES, FAST TRAINS.

And is the only Line running to the beautiful Muskoka Lakes, and the Free Grant Lands of Muskoka, and runs in direct connection from Toronto with the following

LINES OF MAGNIFICENT STEAMERS.

On arrival of Special Steamboat Express Trains, with **DRAWING ROOM CARS** attached.

MANITOBA.

THE COLLINGWOOD LAKE SUPERIOR LINE STEAMERS,—Leave Collingwood every Monday and Thursday, for Sault Ste Marie, Lake Superior, Fort William, Duluth, MANITOBA.

THE GEORGIAN BAY TRANSPORTATION COMPANY'S STEAMERS,—Leave Collingwood every Wednesday and Saturday, for Sault Ste. Marie and all Georgian Bay Ports.

THE CHICAGO AND COLLINGWOOD LINE STEAMERS,—Leave Collingwood every Wednesday and Saturday, on arrival of Express Train, leaving Toronto 4.10 p.m., for Cheboygan, Mich., Milwaukee, and Chicago; leave Chicago every Tuesday and Friday, 7 p.m.; leave Milwaukee every Wednesday and Saturday, 7 a.m., for Collingwood, and all points East.

The European Settler going to look for Lands in: **MANITOBA** and **MUSKOKA**, the Tourist and Sportsman bound for the Great Northern Lakes, will find the **NORTHERN RAILROAD** the shortest and most comfortable Route from Toronto.

Purchase Tickets via **NORTHERN RAILWAY OF CANADA** from Toronto.

ROBERT KERR,
General Passenger Agent, TORONTO.

FRED. CUMBERLAND,
Managing Director, TORONTO.

For further information apply to

GEO. H. WYATT,
15, WATER STREET, LIVERPOOL.

SARNIA LINE TO MANITOBA.
1880. SEASON, 1880.
NORTH-WEST



TRANSPORTATION COMPANY,
LIMITED.

LAKE SUPERIOR ROYAL MAIL LINE.

This Line consists of the following A 1 Elegantly Equipped Upper Cabin Steamers:—

"MANITOBA,"	CAPT. J. B. SYMES.
"ASIA,"	CAPT. J. McMAUGH.
"ONTARIO,"	CAPT. E. ROBERTSON.
"SOVEREIGN,"	CAPT. J. MOORE.
"QUEBEC,"	CAPT. E. ANDERSON.

RUNNING REGULARLY BETWEEN

*Detroit, Windsor, Courtright, Sarnia, Goderich,
 Kincardine, Southampton,*

AND ALL PORTS ON

LAKES HURON AND SUPERIOR,

CONNECTING AT

**DULUTH with the NORTHERN PACIFIC and WINNIPEG AND WESTERN
 TRANSPORTATION COMPANY FOR ALL POINTS IN**

MANITOBA and the GREAT NORTH-WEST.

The European Immigrant, Sportsman, and Traveller, before leaving the
 Old Country will ask for Tickets via Sarnia, and

NORTH-WEST TRANSPORTATION COMPANY,

TO ALL POINTS ON

Lakes Huron and Superior, Fort Garry, Manitoba, and North-West Territories

AS IT IS THE QUICKEST, THE CHEAPEST, AND THE BEST,

FOR FURTHER PARTICULARS, APPLY TO

H. BEATTY,

GENERAL MANAGER,

SARNIA, ONT.

SAFETY!

SPEED!

COMFORT!

BA.
1880.
F

NOTICE to European Passengers for Canada, Manitoba, and the Western States.—In purchasing your Ocean Passage Tickets, if you are going to places West of Niagara Falls, see they are Via "*The Great Western R.R. of Canada.*"



PANY,
LINE.

bin Steamers:—
J. B. SYMES.
J. McMAUGH.
ROBERTSON.
PT. J. MOORE.
E. ANDERSON.

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leaving the
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Territories
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RT!

Four Through Express Trains Daily
TO
CHICAGO AND THE WEST.

This is the most direct and favourite Route to points in Western Canada, Detroit, Chicago, St. Paul's, San Francisco, &c.

The Celebrated DINING CARS run between Suspension Bridge and Chicago, in which sumptuous meals are served, at regular hours. Price 3s., giving ample time to eat at leisure, without leaving the train.

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Second Class Passengers carried through on Express Trains.

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LAKES OF MUSKOKA.

To the Free Grant Lands of Muskoka, and the great Fishing and Hunting Grounds of the Northern Lakes.

THE MUSKOKA STEAMBOAT LINE



of Steamers make close connection with the Morning, Afternoon and Evening Trains of the NORTHERN RAILWAY at GRAVENHURST.

GOING NORTH: The FIRST BOAT leaves Gravenhurst at 1.30 p.m., arriving daily at Bracebridge at 3.30 p.m., Port Carling at 5.30 p.m., Windermere at 6.10 p.m., Rosseau 7.15 p.m.

MONDAYS, WEDNESDAYS, & SATURDAYS, Steamer calls at Port Sandfield and Lake Joseph, arriving at Port Cockburn at 8.15.

The SECOND BOAT leaves Gravenhurst at 6.45 p.m., arriving at Bracebridge at 8.45 p.m.

GOING SOUTH: The FIRST BOAT leaves Bracebridge at 5 a.m., arriving at Gravenhurst at 7 a.m.

The SECOND (or Rosseau) BOAT leaves Rosseau at 7 a.m., Windermere at 7.50 a.m., Port Carling at 8.30 a.m., Bracebridge 11 a.m., arriving at Gravenhurst at 12.40 p.m.

SEMI-WEEKLY LINE.

Leave Gravenhurst at 7.30 a.m. on Tuesday's and Saturday's, calling at Walker's Point at 8 a.m., Point Kaye at 9.10 a.m., Torrance 10.15, and Bala at 11 a.m. Juddhaven (from Rosseau) at 7.25 a.m. On Mondays and Fridays call at Port Sandfield at 6.45 a.m., Port Cockburn at 8.30 a.m.

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HAMILTON AND NORTH-WESTERN RAILWAY.



VIA NEW YORK TO MANITOBA.

European Settlers, Tourists, and others going to Manitoba via New York, will ask for Tickets by the Collingwood Line to Hamilton, Canada; there they will take

The Hamilton and North-Western Railway TO COLLINGWOOD.

Where they will connect with **STEAMERS** for the
LAKE SUPERIOR PORTS of Michipicoten Island, Nepigon, Silver Islet, Prince Arthur's Landing, Fort William, DULUTH, and all points North-West, and MANITOBA.

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Steamers leave Collingwood 4 p.m. Monday, Wednesday, Thursday, and Saturday.

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Also for Parry Sound, Lake Michigan, Muskoka Lakes, and Muskoka Free Grant Lands.

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REGULATIONS

Respecting the Disposal of certain Public Lands for
the purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR,
OTTAWA, Oct. 14, 1879.

Public notice is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the Territories to the West and North-west thereof, are substituted for the Regulations, dated the 9th July last, governing the mode of disposing of the Public Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway, which said Regulations are hereby superseded:—

1. "Until further and final survey of the said railway has been made West of the Red River, and for the purposes of these provisions, the line of the said Railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 West of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.
2. "The country lying on each side of the line of Railway shall be respectively divided into belts, as follows:—
 - "(1) A belt of five miles on either side of the Railway, and immediately adjoining the same, to be called Belt A;
 - "(2) A belt of fifteen miles on either side of the railway, adjoining Belt A, to be called Belt B;
 - "(3) A belt of twenty miles on either side of the railway, adjoining Belt B, to be called Belt C;
 - "(4) A belt of twenty miles on either side of the railway, adjoining Belt C, to be called Belt D; and
 - "(5) A belt of fifty miles on either side of the railway, adjoining Belt D, to be called Belt E.
3. "The even-numbered sections in each Township throughout the several belts above described shall be open for entry as homesteads and pre-emptions of 160 acres each respectively.
4. "The odd-numbered sections in each of such townships shall not be open to homestead or pre-emption, but shall be specially reserved and designated as Railway Lands.
5. "The Railway Lands within the several belts shall be sold at the following rates, viz.:—In Belt A, \$5 (five dollars) per acre; in Belt B, \$4 (four dollars) per acre; in Belt C, \$3 (three dollars) per acre; in Belt D, \$2 (two dollars) per acre; in Belt E, \$1 (one dollar) per acre;

and the terms of sale of such lands shall be as follows, viz.:—One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment.

6. "The Pre-emption Lands within the several belts shall be sold for the prices and on the terms respectively as follows:—In the Belts A, B, and C, at \$2.50 (two dollars and fifty cents) per acre; in Belt D, at \$2 (two dollars) per acre; and in Belt E, at \$1 (one dollar) per acre. The terms of payment to be four-tenths of the purchase money, together with interest on the latter at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above mentioned on such portions of the purchase money as may remain unpaid, to be paid with each instalment.

7. "All payments for Railway Lands, and also for Pre-emption Lands, within the several Belts, shall be in cash, and not in scrip or military or police bounty warrants.

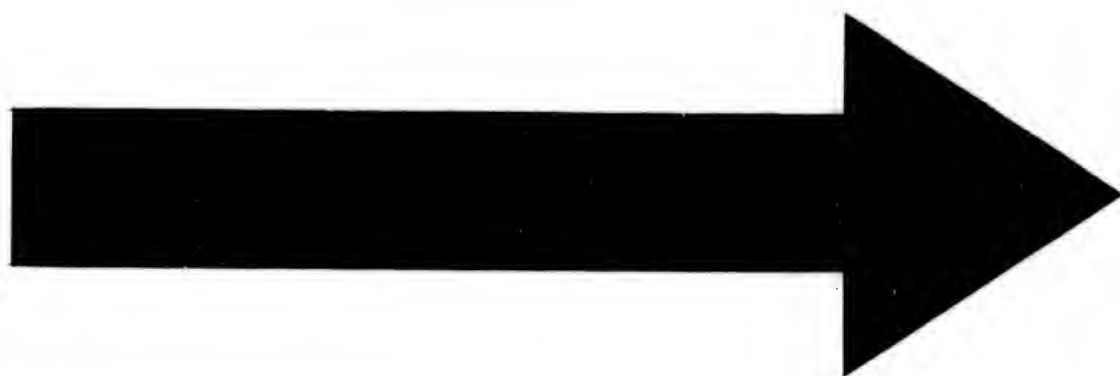
8. "All moneys received in payment of Pre-emption Lands shall inure to and form part of the fund for railway purposes, in a similar manner to the moneys received in payment of Railway Lands.

9. "These provisions shall be retroactive so far as relates to any and all entries of Homestead and Pre-emption Lands, or sales of Railway Lands obtained or made under the Regulations of the 9th July, hereby superseded; any payments paid in excess of the rate hereby fixed shall be credited on account of sales of such lands.

10. "The Order-in-Council of the 9th November, 1877, relating to the settlement of the lands in Manitoba which had been previously withdrawn for Railway purposes, having been cancelled, all claims of persons who settled in good faith on lands under the said Order-in-Council shall be dealt with under these provisions, as to price of Pre-emptions, according to the belt in which such lands may be situate. Where a person may have taken up two quarter-sections under the said Order-in-Council, he may retain the quarter-section upon which he has settled, as a Homestead, and the other quarter-section as a Pre-emption, under these provisions, irrespective of whether such Homestead and Pre-emption may be found to be upon an even-numbered section or otherwise. Any moneys paid by such person on account of the lands entered by him under the said Order-in-Council, will be credited to him on account of his Pre-emption purchase, under these provisions. A person who may have taken up one quarter-section under the Order-in-Council mentioned will be allowed to retain the same as a Homestead, and will be permitted to enter a second quarter-section as a Pre-emption, the money paid on account of the land previously entered to be credited to him on account of such Pre-emption.

11. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway, or of any Government colonization railway connected therewith, viz:

"In the case of the railway crossing land entered as a Homestead, the right of way thereon, and also any land which may be required for station purposes, shall be free to the Government.



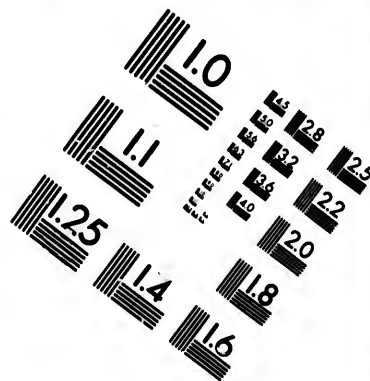
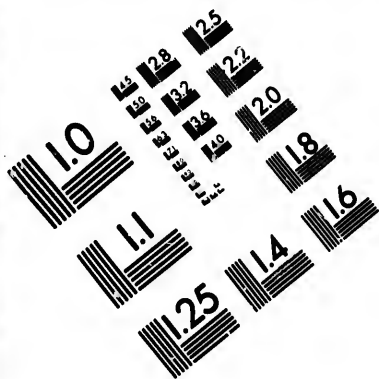
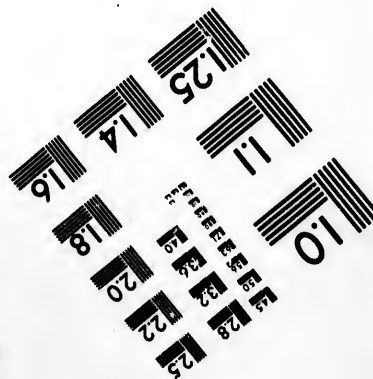
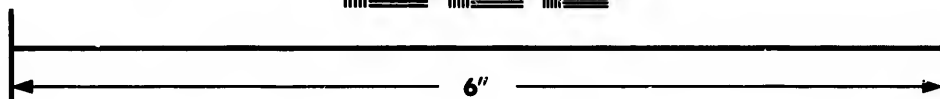
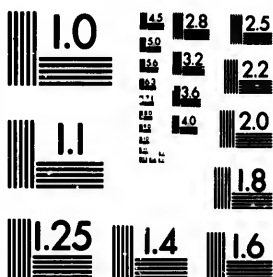


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b "Where the railway crosses Pre-emptions or Railway Lands, entered subsequent to the date hereof, the Government may take possession of such portion thereof as may be required for right of way or for station grounds or ballast pits, and the owner shall only be entitled to claim payment for the land so taken, at the same rate per acre as he may have paid the Government for the same.

c "In case, on the final location of the railway through lands unsurveyed, or surveyed but not entered for at the time a person is found in occupation of land which it may be desirable in the public interest to retain, the Government reserves the right to take possession of such land, paying the squatter the value of any improvements he may have made thereon.

12. "Claims to Public Lands arising from settlement after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated, subject to the operation of subsection c of section 11 of these provisions.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional, until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with these provisions as the same may apply to the particular belt in which such lands may be found to be situated, subject, as above, to the operation of sub-section c of section 11 of these provisions.

14. "With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses, renewable yearly under section 52 of the '*Dominion Lands Acts, 1879*,' to cut merchantable timber on any lands situated within the several belts above described, and any settlement upon, or sale of lands within, the territory covered by such licenses, shall for the time being be subject to the operation of such licenses.

15. "The above provisions, it will, of course, be understood will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson's Bay Company's lands."

Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of the Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories.

By order of the Minister of the Interior.

J. S. DENNIS,

Deputy of the Minister of the Interior.

LINDSAY RUSSELL,

Surveyor General.

To the Free Grant Lands of Muskoka, Canada.



The GEORGIAN BAY TRANSPORTATION CO.

From Collingwood, Meaford, & Owen Sound

TO

SAULT STE. MARIE,

*Manitoulin, Cockburn and St. Joseph's Islands,
Parry Sound, and the Muskoka Free Grant Lands.*

The Popular Express Route to Sault Ste. Marie and Intermediate Ports.

The splendidly equipped new Upper Cabin swift Steamers

"NORTHERN QUEEN," "OSWEGO BELLE," "NORTHERN BELLE,"

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In connection with the Northern Railway and Hamilton and North-Western Railway, at Collingwood, and the Toronto, Grey and Bruce Railway, at Owen Sound, leave Collingwood, Meaford and Owen Sound, for Killarney, Manitowaning, Little Current, Lacloche, Mudge Bay, Gore Bay, Spanish River, Cockburn Island, Blind River, Thessalon River, Bruce Mines, Hilton, Richards' Dock, Garden River and Sault Ste. Marie, every WEDNESDAY and SATURDAY.

Fine Steamers, Good Accommodation, Low Fares.

NOTICE TO THE EUROPEAN SETTLERS AND TOURISTS.

Daily Mail Service between Toronto, Parry Sound, and Lakes of Muskoka, via Collingwood and Penetanguishene.

Close connections made between Steamers and Northern and Hamilton and North-Western Railways. Collingwood and Toronto, Grey and Bruce Railway, Owen Sound. Rates Low.

For Freight and Passage, apply to BARLOW CUMBERLAND, 35, Yonge Street, Toronto; at Collingwood to THOMAS LONG, Secretary, or to

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TO THE TRAVELLER, SPORTSMAN, AND TOURIST VISITING
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QUEBEC TO HAMILTON.

Richelieu and Ontario Navigation Co.



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Quebec, Montreal, Kingston, Toronto, Hamilton,
AND INTERMEDIATE PORTS.

This Magnificent Line, composed of the following first-class Side-Wheel
Steamers, viz.: BETWEEN

QUEBEC & MONTREAL.

QUEBEC, (Iron), CAPT. LABELLE. MONTREAL, (Iron), CAPT. NELSON.

One of which will leave Quebec Pier every Evening (Sundays excepted) at 5 o'clock,
calling at intermediate Ports, and arriving at Montreal early the following morning.

BETWEEN MONTREAL & HAMILTON.

CORE CAN, (Composite), Capt. SINCLAIR.	PASSPORT, (Composite), Capt. IRVINE
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CORINTHIAN, " " FARRELL.	MAGNET, " " CAMERON

Will leave the CANAL BASIN daily; (Sundays excepted), at 9 o'clock, and
LACHINE on the arrival of the Train leaving BONAVENTURE STATION at NOON,
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for Hamilton and Intermediate Ports, making direct connection at Prescott
and Brockville with the Railways for OTTAWA CITY, KEMPTVILLE, PERTH,
ARNHEM, &c.; also at OGDENSBURGH with the Ogdensburgh and Lake Cham-
plain Railway; at PORT HOPE with the Midland Railway for the various places on
that Line; at TORONTO with the Northern and Toronto, Gray and Bruce Railways,
for COLLINGWOOD, OWEN SOUND, SAULT STE. MARIE, FORT WILLIAM,
DULUTH and FORT GARRY, and with the STEAMERS for NIAGARA, LEWISTON,
NIAGARA FALLS, BUFFALO, CLEVELAND, TOLEDO, CINCINNATI, &c., and
at HAMILTON with the Great Western & Canada Southern Railways, for STRAT-
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☞ The Steamers of this Line are unequalled, and from the completeness of their
arrangements presents advantages to travellers which none other can afford. They pass
through all the rapids of the St. Lawrence and the beautiful Scenery of the Lake of the
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Railways are given.

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Through Tickets to the above places, and also to OMAHA, SACRAMENTO
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Toronto, Grey & Bruce Railway,

Passing through the hunting and fishing grounds of the North-West
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Trains leave Toronto - - - 7.30 a.m., 12.20 p.m., 5.0 p.m.

Connections are made at Toronto with the

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Lake Superior Steamers "Frances Smith," "City of Owen Sound,"
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Notice to the European Traveller and Settler.

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Can be obtained at the very Lowest Rates on application to Agents of the Steamship Offices throughout the United Kingdom, and the Agents of the Company at Quebec, Montreal, Toronto, and all the principal points in Canada and the United States.

 Special Rates for Emigrants.

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The Steamers are replete with every modern convenience, affording every comfort. They have been specially built for the Atlantic Mail and Passenger Service, and the following running time (taken from the logs of the respective ships) speaks in eloquent terms of their speed.

OUTWARDS, 1878.

Left Moville (Londonderry).		Landed Mails at Rimouski		Time.
SARMATIAN	Friday, May 31, 5 p.m.	Saturday, June 8, 10 40 a.m.	7 d. 22 h.	10 m.
SARDINIAN	Friday, June 28, 5 10 p.m.	Saturday, July 6, 3 45 a.m.	7 d. 15 h.	5 m.
SARMATIAN	Friday, July 12, 5 p.m.	Friday, July 19, 7 p.m.	7 d. 6 h.	30 m.
SARMATIAN	Fr. day, Aug. 23, 5 15 p.m.	Friday, Aug. 30, 6 15 p.m.	7 d. 5 h.	30 m.
SARDINIAN	Friday, Sept. 20, 4 45 p.m.	Saturday, Sept. 28, 6 15 a.m.	7 d. 18 h.	0 m.
POLYNESIAN	Friday, Sept. 27, 5 10 p.m.	Saturday, Oct. 5, 6 30 a.m.	7 d. 17 h.	50 m.
SARMATIAN	Friday, Oct. 4, 5 p.m.	Friday, Oct. 11, 7 p.m.	7 d. 6 h.	30 m.
SARDINIAN	Friday, Nov. 1, 5 10 p.m.	Friday, Nov. 8, 6 20 p.m.	7 d. 5 h.	40 m.

OUTWARDS, 1879.

SARDINIAN	Friday, June 6, 5 p.m.	Friday, June 13, Noon	6 d. 23 h.	30 m.
MORAVIAN	Friday, June 13, 5 15 p.m.	Friday, June 20, 10 30 p.m.	7 d. 9 h.	45 m.
PERUVIAN	Friday, June 20, 5 p.m.	Saturday, June 28, 2 30 a.m.	7 d. 14 h.	0 m.
CIRCISSIAN	Friday, July 11, 5 p.m.	Friday, July 18, 11 30 p.m.	7 d. 11 h.	0 m.
PERUVIAN	Friday, Aug. 1, 5 p.m.	Friday, Aug. 8, 6 30 p.m.	7 d. 6 h.	0 m.

HOMEWARDS, 1878.

Emberked Mails at Rimouski.		Landed Mails at Moville.		Time.
MORAVIAN ...	Sunday, July 7, 5 50 a.m.	Sunday, July 14, 1 p.m.	7 d. 7 h.	10 m.
POLYNESIAN ...	Sunday, July 28, 3 15 a.m.	Sunday, Aug. 4, 3 30 p.m.	7 d. 12 h.	15 m.
CIRCISSIAN ...	Sunday, Aug. 11, 3 30 a.m.	Sunday, Aug. 18, 7 20 p.m.	7 d. 15 h.	50 m.
POLYNESIAN ...	Sunday, Sept. 8, 3 50 a.m.	Sunday, Sept. 15, 9 15 a.m.	7 d. 6 h.	25 m.

HOMEWARDS, 1879.

CIRCISSIAN ...	Sunday, June 22, 2 5 a.m.	Sunday, June 29, 2 p.m.	7 d. 11 h.	55 m.
POLYNESIAN ...	Sunday, July 20, 4 10 a.m.	Sunday, July 27, Noon	7 d. 7 h.	50 m.
SARMATIAN ...	Sunday, July 27, 2 40 a.m.	Sunday, Aug. 3, 2 30 p.m.	7 d. 11 h.	50 m.
SARDINIAN ...	Sunday, Aug. 10, 3 0 a.m.	Sunday, Aug. 17, 7 30 a.m.	7 d. 4 h.	30 m.
SARDINIAN ...	Sunday, Sept. 21, 4 0 a.m.	Sunday, Sept. 28, 7 20 a.m.	7 d. 3 h.	20 m.
MORAVIAN ...	Sunday, Sept. 28, 3 40 a.m.	Sunday, Oct. 5, 11 40 a.m.	7 d. 8 h.	0 m.
PERUVIAN	Sunday, Oct. 5, 2 50 a.m.	Sunday, Oct. 12, 8 30 a.m.	7 d. 5 h.	40 m.

Rimouski is 11 hours' steaming from Quebec, and during the season of St. Lawrence Navigation, is the port at which the mails are embarked and disembarked. During Winter, Halifax is the Port at which the Mails are embarked and disembarked.

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7 d. 6 h. 30 m.
7 d. 5 h. 30 m.
7 d. 18 h. 0 m.
7 d. 17 h. 50 m.
7 d. 6 h. 30 m.
7 d. 5 h. 40 m.

6 d. 23 h. 30 m.
7 d. 9 h. 45 m.
7 d. 14 h. 0 m.
7 d. 11 h. 0 m.
7 d. 6 h. 0 m.

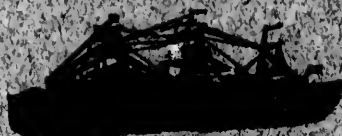
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7 d. 11 h. 55 m.
7 d. 7 h. 50 m.
7 d. 11 h. 50 m.
7 d. 4 h. 30 m.
7 d. 3 h. 30 m.
7 d. 8 h. 0 m.
7 d. 5 h. 40 m.

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THE

SHORT ROUTE

From Great Britain to Canada and the Western States.

Passengers bound to any part of Canada or the Great West should, in the first place, take care to secure their passage in a Steamer bound direct for QUEBEC or HALIFAX.

The ALLAN STEAM SHIP COMPANY is under contract with the Government of Canada for conveyance of the Mails between the two Countries. The splendid Steamers of this Line LEAVE LIVERPOOL TWICE A WEEK, and afford the most eligible conveyance for all classes of Passengers at as low rates as by any first-class Line crossing the Atlantic.

The voyage to Quebec has distinguished recommendations as compared with the other routes to the American Continent. From land to land, the average passage is not more than six days. Once within the Straits of Belle Isle, ocean travelling is over, and for hundreds of miles the steamer proceeds, first through the Gulf, and then through the magnificent River St. Lawrence. This is an immense advantage.

The quickest passage on record from Liverpool to Quebec was made in June, 1879, by the "Sardinian" of this Line, and is quite an event in the annals of the Atlantic Steamship trade. She left Moville at 5-15 p.m. on June 6th, and landed her mails at Rimouski at noon on the 13th, being 6 days 23 hours and 30 minutes, allowing for difference of time. The passage from Moville to Belle Isle was accomplished in 5 days 20 minutes, and land was only lost sight of for 4 days 15 hours. Every person who has crossed the Atlantic knows how welcome the sight of land is to passengers, even on a voyage of eight or nine days. The journey to any part of the States is easily accomplished by this route, and the tourist can enjoy the beautiful scenery of the river St. Lawrence, Lake Ontario with its famous Thousand Islands, and the Falls of Niagara by the way.

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