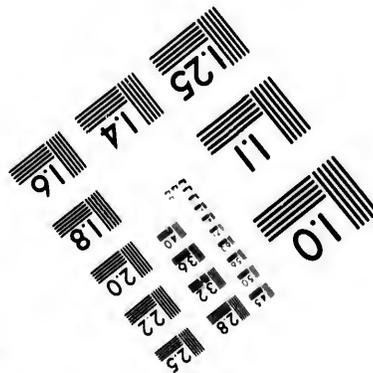
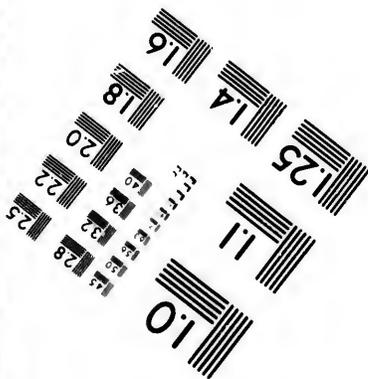
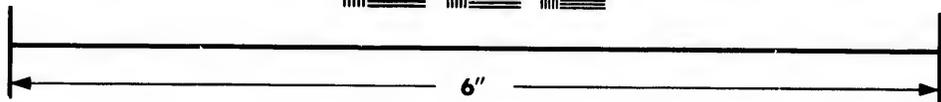
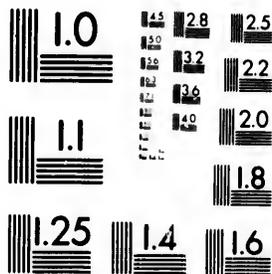


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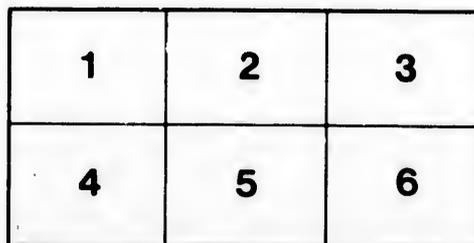
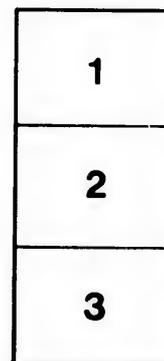
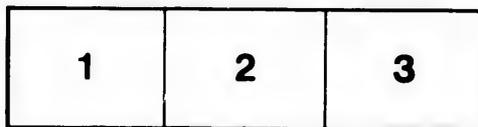
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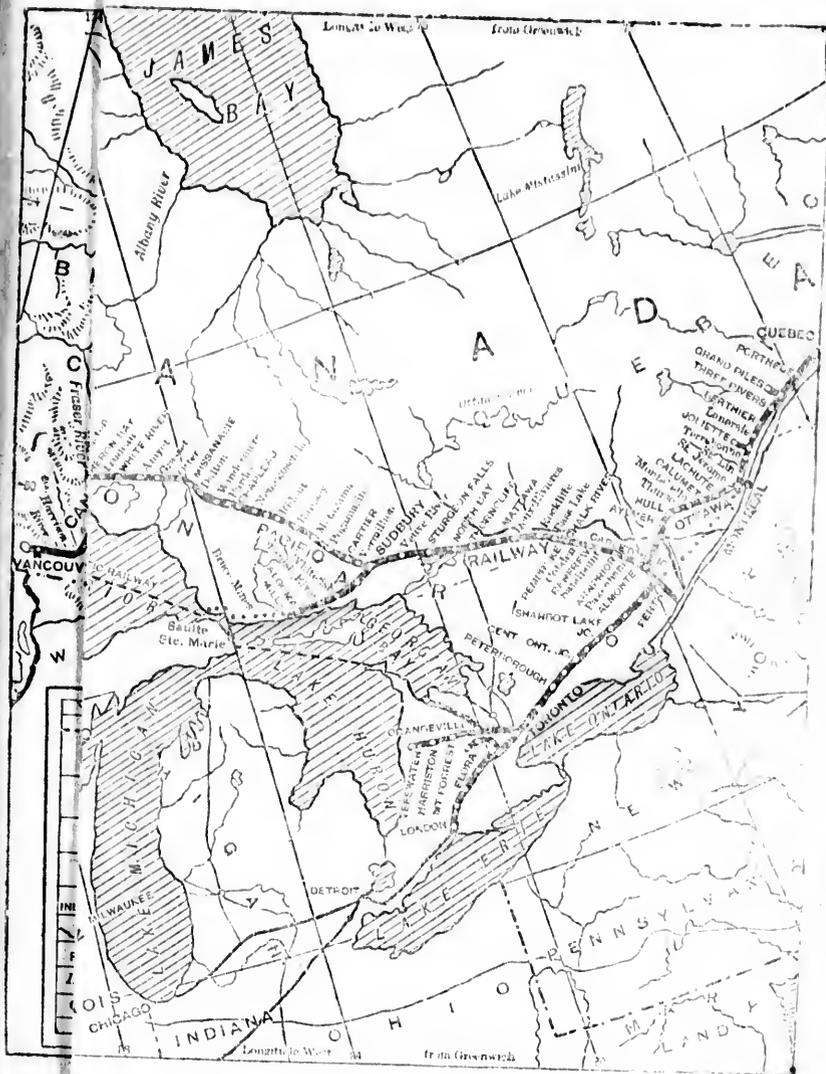
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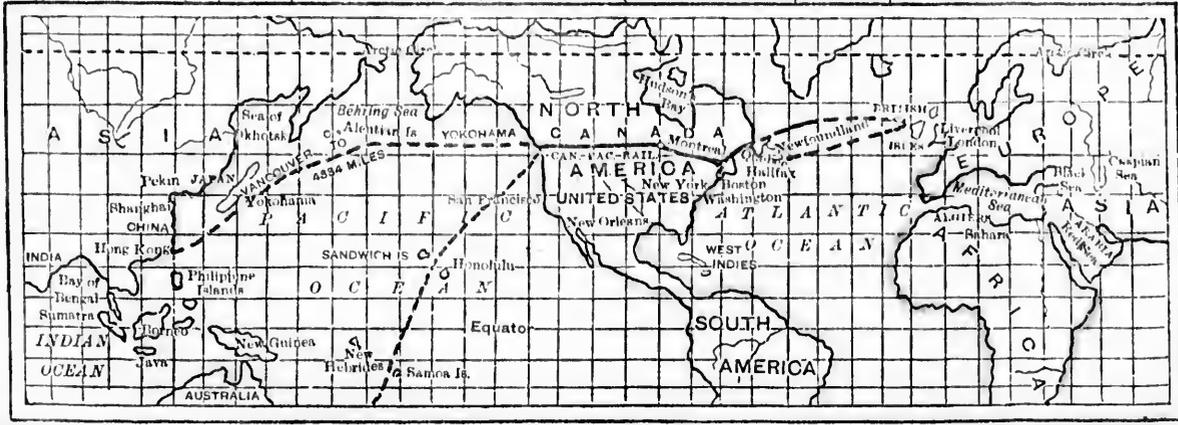
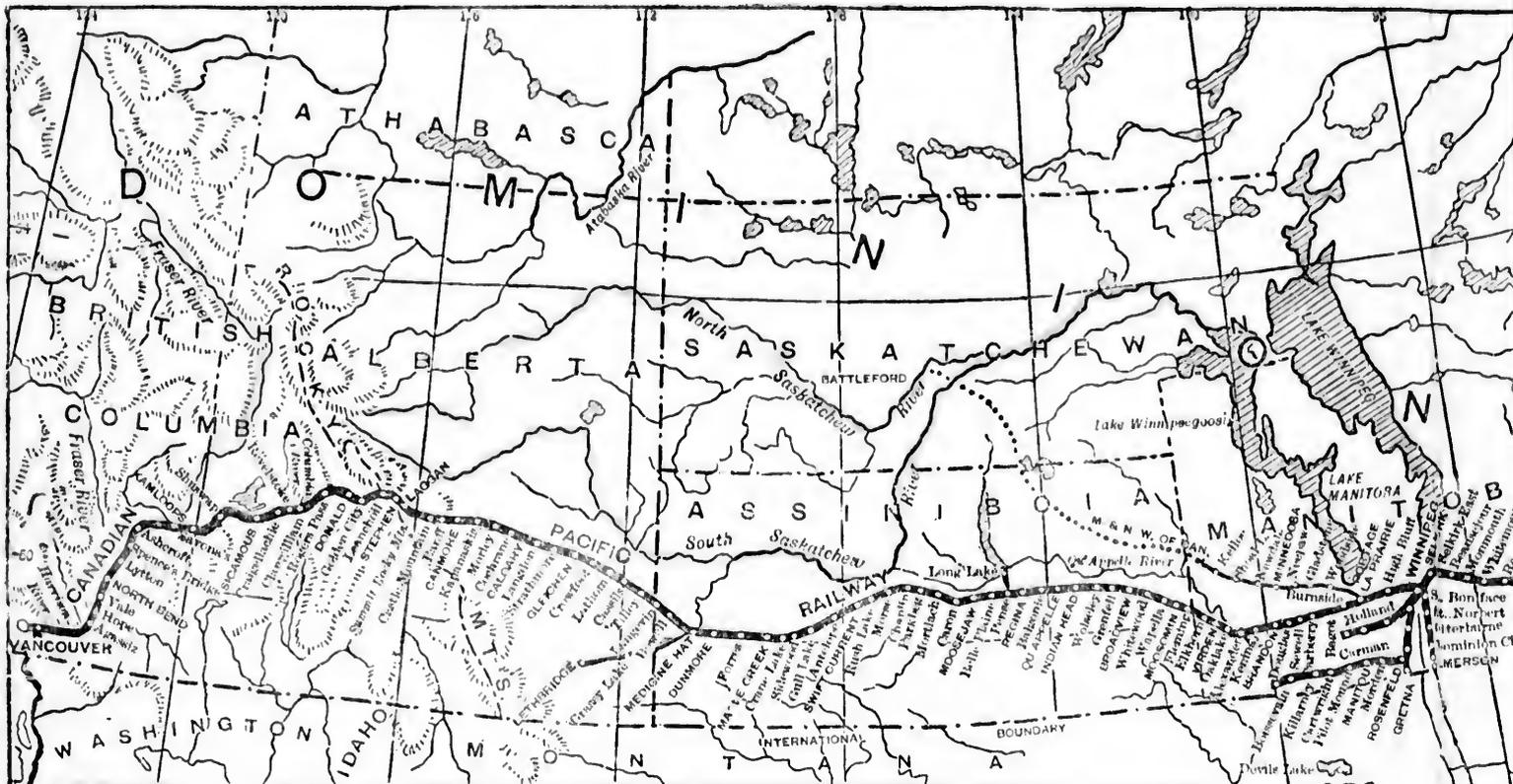
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### I.—ENTERING THE ST. LAWRENCE.

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The Dominion of Canada occupies the front rank among Her Majesty's widespread colonial possessions. The recent completion of the Canadian Pacific Railway has directed attention to the possibilities of growth in this vast British Empire, which has before it a limitless future. This great railway is the fourth American transcontinental line, is built entirely on British soil, and is the shortest route across the Continent. "It is," said *The Times* on June 30 last, when the first Canadian Pacific through train was on its way from Montreal to Vancouver, "an indispensable link in the chain of connexions which binds the various parts of the Empire together, and concentrates both its industrial and its military resources. It brings England into direct and rapid communication with the Pacific by a line which no hostile Power would find it easy to assail." Few Englishmen realize the power of the expansive forces which are yet dormant in this enterprising and loyal dominion. It has a superficial area greater than the United States and nearly equal to the whole of Europe, covering the enormous surface of about 3,500,000 square miles. Its almost 5,000,000 of people as yet inhabit but a small portion of this vast domain, which is said to have fully 375,000,000 acres of good agricultural land still unoccupied, but ready to be brought into cultivation. It can grow wheat on a surface of 1,300,000 square miles and maize on half-a-million, while grasses and the coarser grains can be raised on over 2,000,000 square miles of good land.

The natural highway to this empire is by the St. Lawrence river. It was by this route, having first passed through the Strait of Belle Isle, between Newfoundland and Labrador, that the intrepid French navigator and explorer, Jacques Cartier, discovered Canada in 1534. He ascended the broad St. Lawrence to the "Narrows" at Quebec, which he named St. Croix, his religious zeal prompting him to erect there a large wooden cross when he took possession of the newly found country in the name of the French King. The next year Cartier penetrated further, leaving his little ships at St. Croix, and ascending the river in a small boat as far as Montreal, where he found the populous Indian town of Hochelaga, with the famous mountain at its back which he named Mont Royal. This St. Lawrence river, thus first explored, is the outlet of the greatest body of fresh water on the globe. It drains seven vast lakes—Superior, Nipigon, Michigan, Huron, Erie, Ontario, and Champlain, besides myriads of smaller ones, its basin covering a territory of over 400,000 square miles, and having been computed, before the discovery of the great African lakes, to contain more than half of all the fresh water on the earth. The St. Lawrence river proper is fully 750 miles long from Lake Ontario to the head of the gulf, while the total length of its whole

system of rivers and lakes is over 2,000 miles, and is calculated as containing 12,000 cubic miles of water. These are enormous figures, but they will give an idea of the vastness of the dominion of Canada. The valley of this great river and its tributaries is a region of immense forests capable of supplying the world with timber for many years.

The French navigator Cartier, whose name and memory are preserved in many ways in Lower Canada, has had his example followed by many modern navigators, whose regular lines of first-class British steamers ascend the St. Lawrence to conduct a lucrative trade between the mother country and her vigorous offspring. For their benefit, the navigation of the vast system of interior waters has been greatly improved. The Gulf of St. Lawrence, which may be said to debouch to the northward of Cape Gaspe, where it is 160 miles wide, covers a surface of 80,000 square miles, and with the lower river has a tidal rise and fall of 18 to 24 feet. The head of the gulf and mouth of the river are generally placed at the section which has Cape Chatto on the southern bank and Pointe des Monts opposite. From there up almost to Quebec the river is from 10 to 30 miles wide. Before Cape Diamond at Quebec it narrows to less than a mile in width, while above it is from one to two-and-a-half miles wide to Montreal, expanding at one point between the two cities into Lake St. Peter, where it widens to 10 miles and the tidal current ceases to have influence. Above Montreal the river is generally a broad and strongly flowing stream, with rapids. The ship canals around these rapids and the Falls of Niagara, and connecting the various lakes, are Government works that have cost many millions of dollars. Between the head of the St. Lawrence river proper, at Lake Ontario, and the sea level, there is a descent of 231 feet. Large vessels ascend to Montreal, where they encounter the Lachine Rapids. The canal system, however, enables all the lake tonnage to freely pass between Montreal and Lake Superior. The head of the St. Lawrence system was generally placed by the early French geographers in Lake Nipigon, north of Lake Superior; but it is a question whether the longer line from the ocean is not that from the source of the St. Louis river, which flows from Minnesota into the south-western extremity of Lake Superior at Duluth.

The earliest settlements on the St. Lawrence were largely due to religious zeal. The French, who had pondered upon Cartier's discovery for nearly three-quarters of a century, hit upon the plan of combining religion and conquest in a series of expeditions sent out in the early part of the 17th century, under the auspices of various patron saints and sinners, whose names are preserved throughout the Province of Quebec in the nomenclature of counties, capes, bays, mountains, rivers, towns, and streets. But it was chiefly due to Samuel de Champlain that a firm foothold was obtained. This famous colonist and explorer was noted for his religious fervour and his personal bravery. Perilous journeys, prayers,

and fighting were his occupation in the New World. He firmly planted the French race on American soil, and every Gallic characteristic he gave the kingdom of New France remains to this day in the Anglo-French Province of Quebec. His saying is preserved in many Canadian chronicles, that "the salvation of one soul is of more importance than the founding of a new empire." His system of settlement was to first take possession for the Church and the French King, and then erect a cross and a chapel, around which the colony grew. During the 20 or 30 years succeeding Champlain's first voyage in 1608, Roccollet and Jesuit missionary priests came over, who traversed the country and made many converts, so that thus were established colonies and settlements, half-religious and half-military, which formed alliances with the neighbouring Indians and ultimately waged almost perpetual wars with their English and Indian foes to the southward. Champlain founded Quebec at the Narrows of the St. Lawrence in 1608, and in his subsequent voyages discovered Lakes Champlain, Ontario, and Nipissing.

Having written thus much by way of necessary introduction, we will follow the route of our famous French explorers and original settlers, Cartier and Champlain, as well as that of the modern navigator and enter Canada by the St. Lawrence. The voyage is now performed on a steamer 50 times the size of the vessels that carried them safely across the Atlantic centuries ago. The route passes to the southward of the great island of Anticosti, which lies in front of the river entrance. To the northward of this island the Quebec coast stretches away towards Labrador, and is a region almost without settlements. To the southward is the broad Gaspe peninsula, between the St. Lawrence and Chaleur bay (famous for international fishery and hils). Anticosti is an uncultivated island about 145 miles long and 30 miles broad in the centre, narrowing towards both ends, and dividing the St. Lawrence gulf into two channels. Its east point is in 49deg. latitude and 62deg. west longitude, and its lighthouse is sighted as a guide for the mariner before he sails at a safe distance along the southern coast of the island, which is bordered by dangerous reefs and is said to be without a good harbour. The distant background of hazy hills in the interior rises sometimes to 500ft. elevation. There are a couple of good havens on the other side, however, one in Ellice bay, near the western end, and the other at Fox bay, on the north-western coast. Anticosti is made a base of operations by fishermen in the summer, though it is said that few remain there voluntarily during the long and ice-bound dreary winter. Hovetoforo is has rarely been heard from excepting in cases of shipwreck, and attempts at colonization and settlement have not had very successful results. A new attempt is now being made, however, on a more elaborate scale by an English company recently projected, which it is hoped will have a profitable future, though Canadians generally doubt it.

As the widely-separated shores of the St. Lawrence gradually approach, the physical features of the adjacent region can be discerned, the broad water-way flowing through an alluvial plain, with distant mountain ranges on either hand. The northern shore is bordered by the Laurentian mountains, which form the bank almost up to Quebec, when they recede and the fertile valley broadens. These mountains are picturesque, but on the coast they do not attain more than

1,500ft. to 2,500ft. high, though they are said to have higher ridges and peaks in the back country. Geologists tell us that this aggregation of crystalline rocks, with their hills worn into rounded forms, is the most ancient part of North America, the waves of the Silurian sea having washed against the Laurentian range when only two small islands represented the remaining portion of the continent. This mountain region is a favourite resort of the angler, being studded with lakes and intersected by torrents, there being over 1,000 lakes of varying sizes laid down upon the maps. The Notre Dame mountains to the southward of the gulf and river rise higher and make very bold shores, their peaks sometimes reaching 4,000ft. This range turns southward and is connected with the Green and White mountains of New England in the States. The frowning promontories of Cape St. Anne and Cape Chatte give most striking scenery to the stranger, whose steamer, in a very brief period, has sailed from the almost boundless level of the ocean close under this rugged coast. Thus, on either hand, as it is ascended, the broad St. Lawrence presents picturesque mountain scenery, ushering the visitor into the region which was carelessly described as "a few square miles of snow" when Franco in the last century surrendered it to England. Lower Canada in winter is a land of extreme cold, and in summer of torrid heat, the temperature varying from that of Italy to that of Moscow, from 100deg. above to 20deg. below zero, while the statement is made that the mean temperature at Montreal shows it to be on the same isothermal line as that of Orleans in France. Yet the winter air is so dry and the summer is so tempered by ocean breezes that these extremes are not felt in their severity. The winter covers everything with dry snows, so that the frost does not penetrate, and the quick spring, with magic power makes vegetation develop with amazing activity. This speedy and wonderful change causes the maize, which cannot be grown in England and will barely ripen in northern France, to be a regular and prolific crop in nearly the whole province of Quebec.

After passing the cliffs of Cape Chatte and entering the river, the fishing settlement at Metis is seen on the southern shore, and a few miles above the Rimonski comes down its beautiful valley into the St. Lawrence. The village at its mouth, about 180 miles below Quebec, is a popular watering place and has some handsome villas and hotels. On the opposite bank frequent streams come in from among the Laurentian hills. The curious promontory of Le Bic (the eagle's beak) guards its ancient harbour and landing place, while above the angler seeks the mountain stream known as the Trois Pistoles, where, amid pleasing scenery, the fishing is said to be good. The St. Lawrence is about 20 miles wide where its largest tributary, the Saguenay, flows in, and on the opposite shore is one of the favourite summer resorts of the Canadians, the pretty village of Cacoua. The stern and gloomy Saguenay is one of the most remarkable rivers in the world. It is in reality a tremendous chasm, cleft in a nearly straight line for some 60 miles through an almost unsettled wilderness. It brings down the waters of Lake St. John, which receives the inflow of 14 large streams, expanding its surface to some 300 square miles in the heart of the Laurentian mountains. Several of these streams rise away off in the watershed towards Hudson Bay, and the great accumulation of water thus gathered flows down a series of rapids to Grand or Ha Ha Bay,

where the Saguenay chasm begins. The first Frenchmen who ventured up there gave the bay this name to express their delight at having at last got out of the gloomy region they had traversed for so long a distance. From Ha Ha Bay the river forces its passage with a broad channel through almost perpendicular cliffs of granite and syonite to the St. Lawrence. The great depth of the Saguenay is noteworthy, showing how the chasm has been split open, it being in some places a mile to a mile and a-half deep, while the mid-channel has an average depth throughout of 800 to 900 feet. The river is in most places a mile wide. Chicoutini, or the "deep water," was its appropriate Indian title, and is still preserved in the name of the sleepy little village at the head of navigation, where vessels are halted at the foot of the rapids. The Saguenay pursues its sombre, savage course through the stern cliffs of dark gray gneiss that rise from the black waters, with pines fringing their summits and clinging to their crevices. The sublimity of this cold and uninviting region culminates at Eternity Bay, a narrow cove, where on either hand, to guard the entrance, rise in stately grandeur to an elevation of 1,600 feet Cape Trinity, with its three peaks, and Point Eternity. The upper rapids of this strange river rival those at Niagara. It was at Tadoussac, near its mouth, that the first Christian church was built in North America, said to be the first stone and mortar building erected by Europeans on this continent. Tadoussac is a wild and romantic place, which also contains a relic of the earliest British commercial power in Canada, the quaint and ancient buildings of the Hudson Bay Company.

As the journey proceeds up the river, both shores of the St. Lawrence are bold and beautiful, with numerous attractive summer resorts, now in the height of activity. Rivière du Loup and Murray Bay, a few miles above, have a lovely outlook. The salt water of the river flows clear and deep, and whales are sometimes seen disporting with the seal and porpoise. Frequent streams come down through picturesque gorges and over rocky rapids to fall in upon either bank. The Laurentian hills skirting the northern shore present bold promontories and rise to their greatest height, about 2,550 feet, in Mount Eboulemaens. The adjacent cliffs of Cape Tourmont jut out as a landmark a short distance below Quebec, and above here the Laurentian range recedes from the river. On the same side the St. Anne river flows in through a deep and rugged ravine, in the course of which it plunges over a succession of cascades, one being 150 feet high. Thirty miles below Quebec is the quarantine station at Grosse Island, the adjoining shores and islets being the resort of the sportsmen. The Chaudière or Boiling Fall is another attractive cascade on the southern bank, while nearer Quebec are the famous falls of the Montmorenci. The Isle of Orleans guards the river passage below the city, which stands in a beautiful position at the Narrows of the St. Lawrence, its elevated citadel frowning upon the rivers which converge just below the lower town. Here, at the impregnable defended portals of the Dominion, the stranger sets foot upon the soil of Canada, in a city that is unsurpassed for magnificent natural advantages.

II.—THE PROVINCE OF QUEBEC.

MONTREAL, Aug. 26.

The ancient province of Lower Canada is a

thoroughly French region, and throughout the many changes marking its chequered history has maintained the religious character of its original settlement. The geographical names are mostly those of saints and fathers of the Church—missionaries and pioneers who founded and built up this colony of New France—and much of the land is held by religious bodies. Of the population, which probably now approximates to a million and a half, about 1,200,000 are French. This province occupies a unique position in Canada, and, indeed, in America. Its French customs, language, and laws are jealously maintained, though under the British flag. The English Church exists, and the Presbyterians and other denominations flourish, but they are overshadowed by the Roman hierarchy, which nowhere in the world shows more vitality or commands more thorough devotion from its people. The original settlements in the province were all religious colonies, planted in the 17th century, when the French were the most zealous missionaries for the Church, and this imprinted upon Lower Canada characteristics that are to-day most prominently developed. Yet this vast region, stretching for many miles from the broad valley of the St. Lawrence northward to the height of land that makes the watershed between its affluents and those flowing into Hudson Bay, is but sparsely settled. The coast on the north side of the St. Lawrence has only scattered fishing settlements below the Saguenay river, while above that remarkable chasm the inhabited region extends but a short distance into the back country. The wilderness of the Laurentian mountains is behind. The province has, it is true, in Montreal and Quebec the two largest cities of the Dominion; but the mass of the people are gathered around them and along the St. Lawrence and Ottawa rivers, leaving extensive tracts of territory elsewhere almost untenanted. The small minority of the English-speaking people mostly live in the two cities and in the towns on the Ottawa river above Montreal.

As the famous soldier, navigator, and religious enthusiast, Champlain, made the earliest settlement at Quebec, the characteristics he gave the colony have remained its distinguishing marks to this day. That attractive city is a fortress, trading post, and church combined. No finer location could have been selected for a town and port, and no more impregnable place found to guard the St. Lawrence entrance. The great father of Canada certainly had an eye to practical business as well as for the beautiful when he chose the spot at the junction of the St. Charles with the St. Lawrence for his combined chapel, stockade, and trading station. An elevated tongue of land stretches along the north-western bank of the St. Lawrence for several miles, and from behind it comes out the St. Charles river. Below their junction the Isle of Orleans blocks the way and divides the St. Lawrence into two channels, while above the broad river contracts to less than a mile in width, and all along is guarded by bold shores. At the northern extremity of this tongue of land and opposite the narrows in the river there rises the lofty cliff of Cape Diamond, some 300 feet above the water, and here the citadel crowns the hill and overlooks the town nestling at its feet. The extensive fortifications spread all around the cliff and its approaches completely guard the rivers and the means of access by land, and here for many years a British garrison held the gate to Canada, though now the citadel is the property of

the Dominion, and so peaceful have all the surroundings become that it is chiefly a show place for romancers and sightseers. As may be imagined, this grand fortress and its outlying works are magnificent to look at from the river, while the outlook from the ramparts and terraces that encircle the cliff is one of the grandest sights over town and river, hills, woods, and waters in the world.

The great religious corporations occupy much of Quebec with their buildings and grounds, and the extensive walls and fortifications also take up a good deal of space, so that the remaining room left for the city itself seems rather contracted. Yet quaint and narrow streets intersect the irregular surface, bordered by many medieval houses, among them being frequent solid stone buildings surmounted by glistening roofs of shining tin, resplendent in the clear atmosphere. The Lower Town clusters about the base of the promontory and is the business quarter, bordered along the river banks and basin by piers and wharves and storehouses. From this you climb laboriously up the steep and winding way known as "Côte de la Montagne" to the Upper Town and the fortress. This upper city has in later years spread out far over the historical plains of Abraham, where the brief and sanguinary surprise and battle occurred in the last century that killed both the English and French commanders and gave Great Britain her Empire in North America. This battle, with the death of the victor Wolfe, is one of the great memories of Quebec, marked by a modest monument on the field, with near by no traces of the steep and difficult path by which he and his troops scaled the cliff and surprised the French. Another and more elaborate shaft in the Governor's garden in the city preserves the memory of both the chiefs Wolfe and Montcalm. But the greatest memory that is enshrined in Quebec is that of its founder Champlain, whose remains are entombed in the Basilica. The site of his original fort and stockade is preserved in the present Parliament House, where the provincial Legislature meets. The "Champlain steps" lead down the hill to the place where his house stood, on which was built two centuries ago the quaint little church of Notre Dame des Victoires. The "Champlain market" is not far away, a spacious structure on the river side. Thus in every way is the memory of the great founder of Canada commemorated, and in fact he is regarded by the people who have sprung from the little colony he planted and its offshoots as more truly a saint than many of those whose names are so liberally sprinkled over the province. Among Quebec's finest buildings are those of the city's great college, the Laval University, a modern structure, not far from the Basilica. The ancient city, however, seems almost at a standstill, and though it enjoys a good trade in timber and other products, yet the improvements in navigation methods and the superior attractions of Montreal as a commercial centre and railway terminus cause most of the large steamers and cargo ships to go by Quebec and seek a haven further up the river. Thus Nature, so prodigal of her gifts of scenery and magnificence of landscape, has been stinting in her allowance to Quebec of some other advantages in traffic and profit which, perhaps, the townsfolk might prefer. There is, however, an awakening at Quebec to a realizing sense of the necessity of doing something to counteract this. The Government is carrying out a plan of harbour improvement, while quite a spur has been given

to the manufacturing industries of the city. Railway connexions with the Upper St. Lawrence and with the British maritime provinces and the New England States have their advantages which are constantly expanding as new extensions are brought into use. It will be inferred from what is here written that the city is a Mecca for tourists from all parts of the world, and consequently most arriving steamship passengers land at Quebec. As may be imagined of such a picturesque region, the suburbs of the city are a glorious panorama of natural beauties. Spencer Wood, the home of the Governor of the province, is reached by a fine drive, and another along the romantic banks of St. Charles river takes the visitor to the old-time Huron Indian village of Lorette. The St. Lawrence river ferries also give charming views, and nothing can be more beautiful than the drive around the Isle of Orleans below the city. But the crowning charm of the neighbourhood of Quebec is the route along the St. Lawrence down to the magnificent Falls of Montmorency, where a foaming torrent some 300 ft. wide plunges down a cataract 250 ft. high.

From Quebec up to Montreal there are two railway routes, the Grand Trunk and the Canadian Pacific each having a line. The former passes from Point Levi, opposite Quebec, through the country to the southward of the St. Lawrence and enters Montreal over the well known Victoria tubular bridge that is the main route of travel between the United States and Lower Canada. The Canadian Pacific line is the "North Shore Railway," an old road leased by the new corporation and connecting the two cities on that side of the river. The St. Lawrence itself flows about 180 miles from Montreal to Quebec, a broad stream through the wide alluvial valley, the mountain cliffs which guard the river bank at Quebec and give such boldness to the scenery there receding above and thus broadening the plain. As the steamer advances the shores become less bold and the adjacent country flattens. The Richelieu Rapids are carefully passed; the stream coming in from the north-west below them being named from the first explorer of the great river—the Jacques Cartier. Above this and also on the northern bank is the busy town of Three Rivers about midway between the two cities. The river St. Maurice, which is divided at its mouth by two little islands, comes in here, and the three channels give the town its name. This river drains a large area which is an important timber-producing region. Its course is marked by rapids and waterfalls, the chief being the Shawanegan Fall, about twenty miles inland, famous for savage grandeur and the remarkable character of the cataract. The river, suddenly bending and divided by a pile of rocks into two channels, falls nearly 150 feet, and dashes violently against an opposing wall of rock, where the united stream forces its way through a channel seemingly scarcely 100 feet wide. Three Rivers is a great timber exporting port and formerly was an important trading post, but the later growth of Montreal has overshadowed it. The St. Maurice region produces bog iron ore in large quantities. The St. Lawrence river above this town is broad and monotonous, and ultimately widens out into Lake St. Peter, where the water spreads to nine miles width and becomes very shallow, excepting in the ship channel, which has to be kept dredged out. The shores are low, and little is to be seen but the shipping and an occasional timber raft covering acres of surface and floating lazily with the current. Several tributaries fall in, including the

St. Francis river on the southern bank, a valuable mill stream, and the Maskinongé on the northern side. Above the lake, after passing clusters of islands, we come to the chief affluent of the St. Lawrence in this part of its course, the Richelieu river, which drains Lakes Champlain and George and all the region southward to the Hudson River Valley, its navigation being improved by the Chambly Canal, making the connexion between the St. Lawrence and the Hudson rivers. It was here, at the mouth of the Richelieu, that Captain Sorel built the old fort St. Louis as a check to Iroquois incursions more than 200 years ago, and his name is preserved in the town that has gathered around the place, where boat-building and considerable trade are carried on.

Frequent villages are passed above Sorel that are practically outlying suburbs of Montreal. Among a maze of wooded islands the lower part of the turbid waters of the Ottawa flow in, and below the line can be distinctly seen that marks the edge of the clearer current coming down the St. Lawrence. The river stream—for this is beyond the limit to which the tidal current reaches—has worn the steep banks on one side, while on the other the eddies and pools of water have deposited long shoals and jutting points of alluvial matter brought down from above. Parish after parish is passed, each with its church and presbytery, reproducing the structures of Old Normandy, with their narrow windows and steep roofs, all covered with shining tin, which the dry air of Canada preserves from rust. The villages cluster around the churches, and between them are long stretches of arable lands almost unbroken by trees, save where the Lombardy poplar stands up stiffly against the horizon. Longueuil Bay opens out, disclosing its pretty village and lofty church. The steamer labours against the strong St. Mary current as it comes up to the great city. Passing between the pretty wooded grounds of St. Helen's Island—named after Helen Boullé, the wife of Champlain—and the town, the landing is sought just above. Montreal lies the western bank of the broad river, its miles of water front superbly faced with long walled quays of solid masonry and marked by jutting piers, enclosing basins for the protection of the shipping. On either hand, at the extremities of the long rank of vessels, up and down the stream, looms up a huge grain elevator. The long line of the great Victoria Tubular Railway Bridge, which brings the Grand Trunk Railway across the St. Lawrence, stands upon its row of limestone piers, and guards the horizon up the river to the southward. Behind the broad wharves rise rank after rank of warehouses and stately buildings, and in and beyond these are myriads of domes, spires, and steeples, with the lofty twins, the towers of old Notre Dame, prominent in front. The grand background to this noble view is made by the mountain that gives Montreal its name.

The St. Lawrence river above the city flows 172 miles north-eastward from Lake Ontario. It is one of the favourite tourist routes to take a steamboat from the foot of the lake at Kingston and come down to Montreal, shooting the rapids. Just above Montreal are the Lachine Rapids, short, turbulent, and dangerous. The river then broadens into a series of lakes, above which are the Long Sault Rapids. It is the passage through these, the steamer generally guided by an Indian pilot, that gives the river journey its zest for the tourist. Above this the St. Lawrence becomes the boundary between the United States and Canada, and has several flourishing towns on its banks, including Ogdensburg in New York, and Prescott

and Brockville in Canada. At the mouth of Lake Ontario is the famous archipelago known as the "Lake of the Thousand Islands," which is a remarkable formation made by fragments of the range of Laurentian mountains which here comes southward to the river, and makes a most extraordinary region. From Kingston, at the foot of Lake Ontario, the river threads its tortuous passage among the islands to Ogdensburg, some 40 miles below. There are said to be actually 1,682 of these islands, of all imaginable shapes, sizes, and appearance, some several miles long, others only a few yards, and others again barely visible. They vary from gaunt masses of rock to gorgeous, foliage-covered gardens. Cluster after cluster of circular little islands are passed, covered with green trees, and the channel marked by little whitewashed wooden lighthouses. The chief summer resort of the archipelago is Alexandria Bay, a charming village of hotels and boarding houses on the New York shore, where elegant villas dot some of the adjacent islets. Boating, fishing, and shooting are the popular amusements. The St. Lawrence river, in fact, almost throughout its course, is a stream with a perpetual succession of islands, the channel from Kingston down to Anticosti being thus constantly varied. But at Montreal its great foreign trade ends, excepting for lake vessels that can go through the canals around the rapids. It is at the Canadian metropolis that the transfer of trade chiefly takes place between steamer and railway, the ocean passage being ended, and the freightage being afterwards done over the two great Canadian lines, the Grand Trunk and the Canadian Pacific.

### III.—THE METROPOLIS OF CANADA.

#### MONTREAL.

The clangour of many bells in the early morning tells the visitor to Montreal that he is in a city of churches. This is probably its most prominent characteristic. There are churches everywhere, representing all denominations, many of them most elaborate and costly structures that would be an ornament anywhere. The American humourist Mark Twain, when he once ventured into Montreal and was mistaken for a bank cashier from the States on a hurried summer trip, parried the suggestion by saying he never was in a city before where one could not throw a brickbat without breaking a church window. The religious zeal of this community of earnest men of all kinds of ecclesiastical opinion finds special vent in an elaborate development of church building. Yet this trait is a natural inheritance. The original foundation of Montreal was probably the most completely religious enterprise of the many the French undertook in Canada in the 17th century. The triangular gray building which is the Custom-house marks the spot where La Ville Marie de Mont Real was founded in 1642, by Paul de Chomedey, Sieur de Maisonneuve. A little creek flowed into the St. Lawrence at that place in those days, and it made a good landing place away from the swift current of the river. We are told the story of the original settlement on May 18, 1642, by the veracious chronicler Parkman, who has delved deeply into Canadian archives. "Maisonneuve sprang ashore," says he, "and fell on his knees. His followers imitated his example; and all joined their voices in enthusiastic songs of thanksgiving. Tents, baggage, arms, and stores were landed. An altar was raised on a pleasant spot near at hand; and Mademoiselle Mance with Madame de la Peltrie, aided by her

servant Charlotte Barré, decorated it with a taste which was the admiration of the beholders. Now all the company gathered before the shrine. Here stood Vimont in the rich vestments of his office. Here were the two ladies with their servant; Montmagny, no very willing spectator; and Maisienneuve, a warlike figure, erect and tall, his men clustering around him. They kneeled in reverent silence as the Host was raised aloft; and when the rite was over the priest turned and addressed them—"You are a grain of mustard seed, that shall rise and grow till its branches overshadow the earth. You are few, but your work is the work of God. His smile is on you and your children shall fill the land." Thus was planted the "grain of mustard seed," and the town was begun in a spirit of religious enthusiasm, the French having little doubt they had discovered in America a veritable "Kingdom of God," as understood by devout Roman Catholics. There is no end of tales of "revelations" and "voices" and "providential occurrences" by which the zeal of the early colonist was stimulated. The seed thus planted has grown so well that the religious corporations now own a large part of all that is worth owning in Montreal; although it is proper to say that a handful of Scots who came after them to this attractive land have managed to accumulate a good deal also. The "mustard seed" of the enthusiastic Vimont has expanded in a little over two centuries into a city of about 30,000 people, half of them French and probably one-fourth Irish, the metropolis, which is rapidly enlarging, having grown to twice the size of Quebec in population. The delta of the Ottawa river, deluged into the St. Lawrence by several mouths, makes a number of islands, and the city stands on the south-eastern side of the largest, with the St. Lawrence flowing a broad river in front of the town. There is no city that in proportion to its size has so many fine buildings, and the number of its churches, convents, and pious houses for charitable and religious uses is astonishing. The fine building stone of the neighbourhood, a gray limestone, is utilized extensively, and this adds to the ornate appearance of the city, which stands on a series of terraces stretching back from the river, giving many good sites for buildings. Elaborate, massive, and numerous, the multitude of costly and varied houses devoted to religion, trade, and private residences are a surprise and a claim to the visitor. Mont Royal, or, as it is now called, Mount Royal, rising boldly behind them gives at the same time a background to the city, and a point of outlook which displays their beauties to the utmost. The city has wide streets, generally lined with trees, and this adds to its attractiveness.

The commercial importance of Montreal is of the first rank in Canada. It stands at the head of navigation on the St. Lawrence, and transships cargoes from the interior of the country to the seagoing vessels, being a terminal for the trade of the great North-West of the United States as well as for Canada. The leaders in its business enterprises are the Scotch, who, although not numerous, embrace a large portion of the prominent merchants and bankers and railway people. It is a terminal for both the great railways of Canada, and its water front is most conveniently arranged for the cheap and rapid transshipment of cargoes. The stone-bordered quays line the river, and are a monument to Lord Sydenham's vigorous administration. Behind the quays a solid revêtement wall runs along the whole river front supporting the river street at

ten feet elevation above the quays. Thus the operation of the commerce of the port can be overlooked, and the street traffic is kept away from the wharves. The Harbour Commissioners have lines of railway along the quays from one end of the city to the other, so that movements of goods between rail and vessel are easy. The Grand Trunk Railway connects with these at the upper end of the town, where the Lachine ship canal comes to the river in a broad basin; and the Canadian Pacific Railway has its connections at the lower end. Here at nearly a thousand miles distance from the ocean is a busy commerce being carried on, and said to be conducted on a cheaper basis for terminal charges than at any of the rival Atlantic seaports. In and out, the foreign commerce will probably reach a hundred millions of dollars annually, and is extending so much that the present wharfrage will scarcely longer accommodate it, so that additional extensive works spreading lower down the river are contemplated. The Canadian Pacific Railway is building a fine new bridge across the St. Lawrence above the city to connect its lines and enable it to secure an outlet for traffic in the maritime provinces and New England, which will add to the commercial facilities. This bridge, however, will be a much shorter structure than the great Victoria tubular bridge, which is one of the lions of Montreal, and was formally opened by the Prince of Wales in 1860. Designed by Robert Stephenson and built by James Hodge for Peto, Brassey, and Betts, who were the contractors, this bridge, which cost over six millions of dollars, is the route between Lower Canada and the States. It is 9,184 ft. in length and stands upon 16 piers and abutments, the centre being about 60 ft. above the summer level of the river, which flows past Montreal with a current of seven miles an hour. The piers have elaborate ice-fenders on the up-stream side, the pressure of ice when spring freshets are running being enormous. Over five years in building, and containing three millions of cubic feet of masonry and over 8,000 tons of iron, this great bridge is the most elaborate work of the Grand Trunk line, which with its amalgamated roads now embraces some 2,200 miles of railway, and has its connections with Chicago, Detroit, and other chief cities of the North-West.

It would be difficult to particularize the fine buildings of Montreal, and the description of all of them would absorb several pages of *The Times*. Probably the most elaborate when completed will be the Catholic cathedral of St. Peter, which reproduces in miniature the great church at Rome on a scale of 330 ft. length and 250 ft. height. The dome is now mounting to completion, and it will be made the finest church in Montreal. Near it is the Windsor Hotel, the leading hostelry of Canada, which rivals in appointments and magnificence the great hotels of the States. The chief Catholic church at present in use is the old parish church of Notre Dame, down near the river, which is frequently packed by 10,000 people at mass, and contains the biggest bell in America, which weighs 29,000 lb. Its twin towers are 220 ft. high, and from their summits there is a superb panorama of the country round about Montreal and far away over the broad, level, and highly cultivated plain stretching beyond the river. This church is about 60 years old, and succeeded a most predecessor built on the same place shortly after the city was founded. Among the remarkable churches, though small, is Notre Dame de Lourdes, built and adorned with the single idea of expressing in visible form the

dogma of the Immaculate Conception. Of the Protestant churches, the cathedral of Christ Church partially reproduces Salisbury Cathedral in miniature, being 212ft. long with a spire 224ft. high. St. George's Episcopal Church, Crescent-street Presbyterian Church, St. Paul's Presbyterian, and St. James-street Methodist are also fine edifices. When it is stated that Montreal has a church to about every 2,000 of the population the care for the religious needs of the city may be imagined. Among its charities the Hospital of the Gray Nuns is probably the most famous, an order which cares for the helpless and incapacitated, lunatics, and children, and has 310 sisters scattered among some 40 establishments throughout Canada. The Hotel Dieu, where Mademoiselle Manco took up her abode, was founded shortly after the first settlement, and is another large establishment that cares for the sick, there being now about 80 in the sisterhood. The Convent of the Good Shepherd and the Sisters of Providence for the aged and infirm are other prominent charities.

Englishmen who have visited Birmingham for the meeting of the British Association will recall Montreal as the very pleasant and successful meeting place of the Association two years ago, when it came to McGill University. This is the leading college of Canada, and is an elaborate foundation with fine buildings and grounds. The Presbyterian College, an elegant structure adjoining, is affiliated with it. The Seminary of St. Sulpice is an elaborate mass of buildings at the western limit of the city where the Roman Catholic clergy are trained and a high class school is conducted. This is a wealthy and venerable establishment and among the most noted in the country. Its origin is coeval with the city of Ville Marie itself. The Abbé Olier, a zealous priest of Paris, claimed to have received a revelation in 1638 to found upon the island of Montreal a society of priests for the propagation of the faith in the New World. Led by mystical guidings, he formed the acquaintance of Dauversiere, an Anjou tax-gatherer, whose mind had been similarly touched. They interchanged their revelations, and the result was a determination to found upon the island three religious orders—one of priests to preach, a second of nuns to nurse the sick, and a third of nuns to educate the youth. Their dreams of 250 years ago are to-day realized in the Seminary of St. Sulpice, the Hotel Dieu Hospital, and the schools of the Congregation of Notre Dame. The two men had unlimited faith but an extremely limited amount of cash. They waited, however, until they found Baron Faucamp and three others, who in 1640 bought the seigniory of the island of Montreal, and it was they who sent out Maisonneuve and the expedition that founded the religious colony which has grown to be the metropolis of Canada. The "gentlemen of the seminary," as the Order of Sulpicians are called here, are the successors of the original grantees of the island, and consequently conduct in these later days a large secular business as landlords. They have in the heart of the city, at the Place d'Armes, an antique quadrangle surrounding a quiet garden which is their official headquarters and the location of their ancient establishment. St. Mary's College is a prominent building in charge of the Jesuits. The sisters of the Congregation of Notre Dame, above referred to, have their mother house in the city and conduct no less than 17 schools in Montreal with over 5,000 pupils. Their most elaborate establishment is about three miles out of town at Ville Marie. They have no less than 600

sisters and novices and nearly 20,000 pupils under their care in Canada and the States. The headquarters in America of the celebrated teaching order of the Christian Brothers are also in Montreal. The Convent of the Sacred Heart and Hochelaga Convent are prominent institutions. The educational government of public schools is harmoniously conducted in Quebec province by two Boards, one Protestant and the other Catholic, for each class of schools, and serving under the Provincial Superintendent of Education. Each has an office in Montreal.

This description could be carried on indefinitely, but I will mention only a few more of the attractions of Montreal. The Champ de Mars, formerly the parade ground, has fronting upon it two noble public buildings. The handsome Court-house is 260ft. long, and the adjoining Hotel de Ville is 485ft. long. The Place d'Armes, which has the old church of Notre Dame facing it, with the half ancient, half modern Seminary of St. Sulpice adjoining, is a small square surrounded with famous structures. The Grecian-fronted Bank of Montreal is the largest financial institution of Canada, so shrewdly and successfully conducted that it long ago became a power in the international exchanges and has often exerted an influence in New York unexcelled by any money power there. The Jacques Cartier Bank and the Ontario Bank, with the Royal Insurance Company's building, the Liverpool and London and Globe office, and the Canadian Pacific Railway office are the other buildings surrounding this famous square. Bonsecours Market is a spacious structure 500ft. long surmounted by a domed tower, fronting the river, where the Canadian peasantry gather in force to sell their products twice a week to the townfolk. In amusements, perhaps, the most famous building is the Victoria Skating Rink, the largest in the world and supported by a club of 2,000 members. The Montreal Hunt Club, whose kennels are just outside the city, is the largest and most elaborate hunting establishment in America. Toboggan slides abound and athletic sporting is carried on with earnestness at all appropriate seasons, and to an extent exceeding that at any other Canadian city.

The Montreal suburbs present a pleasing variety of attractive scenery. The city gradually lessens itself among the gardens and farms of the French husbandmen, who live in comfortable houses with steep roofs and fronted by foliage and flower gardens. An occasional ancient windmill is seen stretching out its broad sails in reproduction of Normandy, while along the St. Lawrence the shores abound with frequent villages, each clustering around its church. Such are La Prairie, St. Lambert, Lachine, and Caughnawaga. The latter, which has an elaborate church with a tall and shining tin-covered spire, but only a rather sorry looking lot of other houses, is an Indian village near the head of Lachine rapids, where now live all that are left of the once powerful and warlike tribe of Mohawks. Lachine spreads along the St. Lawrence bank for about three miles, and is a popular place of suburban residence, rows of pretty villas lining the shores of Lake St. Louis. It was here that Jacques Cartier is said to have halted in his explorations of the St. Lawrence. He came up to the top of the rapids, and, overlooking the broad expanse of waters, felt sure that there at last was found the road to China. Hence Lachine the village, thus most reputedly named, has remained to this day. Here begins the broad canal around the rapids, which debouches near the city at Point St. Charles, where the Grand

Trunk Railway has extensive shops and terminals.

The finest thing that Montreal possesses now, is its mountain. The summit, embracing over 650 acres, is a park, and footpaths and drives ascend to and traverse this charming place, from which at an elevation of 700ft., there is an outlook of unrivalled magnificence. The copious moisture of the past summer has made the dense foliage covering the sides of the mountain particularly luxuriant this season, and the first faint traces of the autumn turning of the leaves are beginning to be seen. By October it will be a blazing mass of resplendent beauties. As the visitor stands upon this mountain top and looks out upon the vast panorama spread before him the impression made is one rarely forgotten. At your feet the dense foliage spreads down the sharp declivity until it reaches the clusters of buildings alternating with lines and masses of trees that make up the great city. This stretches away to the broad river, which passes from the right around to the left hand across the view, the long Victoria-bridge crossing diagonally in front. The steeples, towers and domes that are so numerous stand up prominently among the brick and stone buildings, and outside of all is the fringe of shipping and the smoke of many factory chimneys down by the river. In all directions we scan the clusters of buildings and extensive gardens of the city's many religious and charitable institutions. There are islands great and small, and the streams that bring in the waters of the Ottawa River are seen both above and below the town. St. Helen's Island and the Nun's Island, both covered more or less by trees, are in front, and others are seen far away. The Lachine Canal, with its moving vessels, can be traced as a silver streak to the south-westward. Across the river the level land of the vast alluvial prairie stretches until lost at the horizon, where the Adirondacks loom up to the south and the hills of Boboilt to the east. The tall church at Longueuil shines in the sunlight. Such a view from such a mountain makes the grand attraction of Montreal, but the easily satisfied and contented French who rule the city do not seem to care to let the world know about it.

#### IV.—THE OTTAWA RIVER VALLEY.

OTTAWA, Aug. 23.

The great Ottawa river is the most important branch of the St. Lawrence. It is over 700 miles long, is contained entirely within Canada, and drains with its tributaries a basin covering 80,000 to 100,000 square miles, said to be the most productive pine timber region in the world. The river has a circuitous course; rising in the western part of the province of Quebec, it flows first north-west and then west for about 300 miles to Lake Timiseamingue on the border of the province of Ontario; then turning, it flows back again, south-eastward, forming the boundary between the two provinces for some 200 miles, and empties itself into the St. Lawrence at Montreal, the main stream passing into Lake St. Louis above the Lachine rapids. It is a romantic river, filled with falls and rapids, and has an irregular width, being almost lost in some portions in the lakes into which it broadens, while in other places the width contracts to 40 or 50 yards and the waters are precipitated over the rocks in wild fashion. For

about 25 miles above its mouth, the Ottawa river is from one to six miles wide, and is known as the "Lake of the Two Mountains." About six miles above the city of Ottawa begin the rapids which terminate in the famous Chaudiere falls at that city, where the water plunges down 40 feet, and part of it is said to disappear through an underground passage of which the outlet is unknown. The Ottawa river is navigable for over 250 miles, the rapids and falls being avoided by canals which conduct the great timber trade of the valley. The Rideau river enters at Ottawa, and this is used for the construction of the Rideau Canal, connecting the Dominion capital and the Ottawa valley with Kingston at the foot of Lake Ontario. The Gatineau river also falls in there, a tributary of great volume, over 400 miles long, and, like the other, a timber producer.

It is by way of the Ottawa valley that the Canadian Pacific Railway starts on its long route across the Continent to British America. While it has a line to Quebec and others into the maritime provinces, the eastern terminal of this great railway is at present at Montreal. Here are located its extensive shops for locomotive and car building and repairing that make so large a display on the St. Lawrence western bank below the city. Here is its grain elevator of 600,000 bushels capacity, which the export trade over its lines has already outgrown, so that a duplicate in size and capacity is now building, and a third elevator of similar proportions is contemplated for next year. The admirable terminal facilities are so arranged that the steamer or ship can take in grain and move other cargo at the same time, and the elevator charges are reduced to but one cent a bushel. At Montreal also an elaborate passenger station and general offices for the company are in contemplation; while at Lachine above the city, the railway is constructing a second great bridge across the St. Lawrence. This bridge, which is to connect the Canadian Pacific lines on both sides of the river, is about 3500ft. long, a single-tracked truss bridge, built on 17 stone piers and abutments, and elevated 6ft. above high water. The Dominion Bridge Company, located near by, are doing the work, and expect to have it finished for next year, the cost for the bridge and its approaches being estimated about \$1,200,000. By the Canadian Pacific Railway we will now commence the journey up the great tributary valley of the Ottawa from Montreal to the Dominion capital, and beyond.

Leaving the metropolis by the northern side down the St. Lawrence, we pass the site of the original Indian settlement of Hochelaga, now a busy railway yard and shops, and, gradually diverging to the westward, across the level land, bid farewell to the great river. The various streams forming mouths for the Ottawa are crossed and the line passes St. Merlin, St. Jean, Ste Rose, Ste Therese, St. Jerome, St. Lin, St. Eustache, St. Augustin, St. Scholastique, St. Hermas, St. Philippe, and I do not know how many other places named after the whole calendar of saints, showing under what good auspices the Canadian Pacific Railway starts on its long journey across the continent. Then, leaving all the saints behind, the train strikes for the main Ottawa river, and does not seem to find another saint on the entire route to the capital. All the way the road is over the broad and almost level valley, with the Laurentian hills in the distance, though at one part they come closely down to the river bank and

mark some rugged scenery. The signs of agriculture are but indifferent, and though it is harvest time, the use of modern machines is rare, these French Canadian farmers being content to gather their crops in the primitive ways of their fathers. Two or three mountain torrents flow down, one of them, the Rivière aux Lièvres, rushing under the railway in a wild and turbulent cascade, through which logs are dashing until caught in the booms at the saw-mills below, where the product lines the river in vast timber piles. It was in this region in 1660 that the valiant Dollard and a handful of companions held the stockade at Carillon, at the foot of the Long Sault rapids, and sacrificed their lives to save the early colony from the Indians in what is known as the French Canadian Thermopylae. Also here at Montebello lived Papineau, the Canadian O'Connell, the local leader of whom the French are so proud, and whose portrait hangs in the Parliament House at Ottawa. The savagery and romance of the past are now, however, superseded by devotion to the timber trade, the great industry of this region, and after crossing the Gatineau river the train takes us in full view of the noble government buildings, and, reaching the suburb of Hull, crosses over the Ottawa itself to the station at the capital of the Dominion.

In the early part of the century Colonel By established a British military outpost and trading station at the confluence of the three rivers, the Rideau and the Gatineau with the Ottawa, and in process of time a settlement grew up which was called Bytown. It is about 100 miles from St. Lawrence, and 320 miles east-north-east from Toronto. In 1854 its name was changed to Ottawa upon its incorporation as a city, and when the Dominion Confederation was formed Her Majesty in 1858 selected it as the capital. Excepting from the location of the magnificent public buildings, however, its political importance does not strike the visitor so much as its business development. The first and most lasting impression made is by the timber trade. Landing among boards, deals, and sawdust, walking among timber-piles and over timber side-walks, with blocks, slabs, boards, and planks in endless profusion everywhere, the rushing waters filled with floating logs and sawdust, the busy saws running and planing machines screeching, the canals carrying timber cargoes, the rivers lined with acres of board piles, a faint idea is given of what the lumber trade of the Ottawa valley is. The Canadian, like the American, uses "lumber" as the general name for all woods. This trade in white and yellow pine concentrates at Ottawa, whither comes the vast product of the great forests of this extensive valley for a market. The demand at present, I am told, is beyond the means of supply, so that the mills are running night and day, using the electric light for the night work. The consequence is that the lodging camps already being sent out for the next season will embrace an increased force of axemen, and a much larger supply of logs will be available for next year. For many miles the Ottawa valley is a succession of log booms and saw mills, but the greater part of the trade is gathered at the capital. Alongside the pretty Chaudière falls at the western edge of the town are clustered the great sawmills, where machinery picks up the log from the water, runs it through the saws and planes, and in a few moments turns it out as finished lumber, which is carried off to the extensive neighbouring yards to be piled up and dried. This busy industry is almost fascinating to watch, the perfection of wood-working machinery being

shown by the facility with which logs of great size and weight are handled. Ottawa appears to have the controlling influence in the trade, its rivers, canals, and railways enabling the product to be sent cheaply in all directions. A large part of the population are engaged in it, not a few going out to the logging camps on the upper river, where the business of felling trees and rolling the logs down into the streams for the spring freshets to carry to the mills is varied by killing bears, which are reported to be plentiful in the woods this season.

The valuable water power furnished by the falls and rapids of the Ottawa is also used for general manufacturing, there being some large flourmills and other factories. The great boiling cauldron of the Chaudière falls is the chief natural attraction, and it is as curious as it is grand. Owing to the peculiar formation of the rocks, all the waters of the broad river are diverted into a sort of basin about 200ft. wide, down which they plunge with great commotion and showers of spray. The endeavour has been made to sound this curious place, but the line has not found bottom at 300ft. depth, and much of the water, as already stated, seeks a subterranean outlet. The narrowness of the passage below the falls has allowed a suspension bridge to be thrown across at that place to connect the city with the suburb of Hull, and this bridge, passing in front of the falls, gives opportunity for an admirable view, wherein the handiwork of Nature, with its foaming waters, clouds of spray, and gorgeous rainbows, is flanked by timber piles and sawmills which send out gushing streams of water and sawdust into the river below. The chain of eight massive locks on the Rideau Canal comes down through a fissure in the laminated rocky substrata of this region, its sides almost perpendicularly cut by the action of water in past ages, and this enables the timber boats with their cargoes of pine planks to be locked up to the level of Lake Ontario, and carry the product to the extensive region on both sides of the boundary line which draws its timber supply from Ottawa. These locks are of massive masonry, a Government work constructed solidly and well. This fissure, thus availed of for the canal, divides Ottawa into the Upper and the Lower Town, and two pretty bridges thrown across it connect them at the principal streets.

Up on Barrack-hill, at an elevation of 150ft., surrounded by ornamental grounds and with the Ottawa river flowing at the western base, stand the Government buildings. These magnificent structures cost nearly \$4,000,000, their corner stone having been laid by the Prince of Wales on his visit to America in 1860. They are of Italian-Gothic architecture, built of cream-coloured sandstone, with red sandstone and Ohio stone trimmings, and stand upon three sides of a grass covered quadrangle. Here are all the Dominion Government offices and the Parliament House. The latter is 472ft. long, while the departmental buildings are constructed on the east and west sides of the quadrangle and are respectively 318ft. and 277ft. long. They are all impressive in appearance and their elevation enables their towers and spires to be seen for many miles. The Legislative Chambers are richly furnished and capacious, and, as in the American Congress, each Senator and member of the House has his own desk and chair. Her Majesty's portrait looks down from the walls upon one House, and George III. and Queen Charlotte upon the other. The Parliamentary Library is a

irregular polygonal structure adjoining, which even now in the recess has many visitors. The Governor-General's home is in the suburb of New Edinburgh across the Rideau river. From a little farther which has been placed on the western edge of Barrack-hill, where the precipitous cliffs go steeply down to the river's edge, there is a view for a long distance over the western and northern country which comes the Ottawa. The rolling land to the left hand is Ontario Province, while the distant hills and leaning mountains to the right hand are in the Province of Quebec. From the south-westward flows the Ottawa down its rapids and over the falls, with its outlying canals and waterways for the mills, and it sweeps grandly in front and passes away to the north-eastward until it is lost behind the Laurentian hills. Just to the right and almost under the great Government building on that side of the quadrangle is the fissure containing the canal, up which a timber boat is being slowly and laboriously hauled to begin its journey to Lake Ontario. The suburb of Hull across the river in front is made up of scattered clusters of houses fronted by timber piles, which in fact make a broad border on both sides of the river, whose waters are streaked with sawdust floating down from the mills above. A low and barren ledge of rocks forms an island in the centre of the river, while the sides of the cliff on which we stand are covered with green trees. Facing about from this pleasing view over the river and the lands beyond, the Parliament House stands up behind us in all its grandeur. It must do the Canadian law-maker good, during the session, to leave politics alone occasionally and look out of the windows at the view they give of the two provinces he is trying to govern.

#### V.—THE PROVINCE OF ONTARIO.

NORTH BAY, ONTARIO, Aug. 20.

When the Canadian explorer and original colonist, Champlain, made his first journey up the St. Lawrence river above all the rapids and past the myriads of islands he found that it expanded into a vast inland sea, the like of which he had never seen before. The Indians in their figurative language called it Ontario, or the beautiful water, and Champlain did not change its name. Thus from the Lake Upper Canada, when made a province of the Dominion, got its new name of Ontario. It is the most populous and expansive division of the British Empire in North America, and, unlike Quebec Province, is mainly a home of the British races. Containing over two millions of people, it has barely 75,000 French. The Irish make up one-third of the inhabitants, while the Scotch are a strong and influential body, and there are more Germans than French among the people; in fact, as one moves westward the French almost seem to disappear, until the race is in a manner revived by the half-breed settlements in the North-West Territory. The greater part of the present population is located in the eastern and southern parts of the province, along the shores of the Ottawa river and the lakes, and on the peninsula between Lake Michigan and Huron. The region north of Lakes Superior and Huron is almost uninhabited, excepting at a few isolated places. There is considerable immigration going on, the

settlers moving to the district between the Ottawa river and Georgian Bay, which is the eastern arm of Lake Huron, and also to Lake Nipissing. The Laurentian hills, which are such a prominent feature in Canadian scenery, after they leave the St. Lawrence at the Thousand Islands, pass westward through Ontario to Georgian Bay, and, rising to the dignity of mountains, make bold and rugged shores along Georgian Bay and Lake Superior, their tops in some cases exceeding 2,000 feet in height, and making cliffs and prominences jutting into the lakes that rise from 700 to 1,300 feet. Northern Ontario, like Quebec, is a country studded with lakes. The province has both agricultural and mineral wealth. Great attention is given to dairy farming and cheesemaking, and its cheeses go all over the world. Last year it turned out more than 74 millions of pounds worth nearly six millions of dollars. In that year Canada exported nearly 89 millions of pounds, and the Canada cheese has been a great attraction at the Colonial Exhibition. Its corn crops are large, and, unlike those of Quebec, its farmers avail themselves pretty generally of agricultural machinery. The mineral wealth of the province may be regarded as just beginning to be developed. Iron in large quantities is found in the country east of Georgian Bay, some gold north of Lake Huron, and silver and copper on the islands and shores of Lake Superior and adjacent to Lake Nipissing. There are petroleum and salt wells. The population is not only the largest of any of the Canadian provinces, but is also in the aggregate the wealthiest.

The Provincial Government, I am told by the Commissioner of Crown Lands, secures about one-fifth of its aggregate ordinary revenues from the sale of the rights to cut timber on the public lands. The policy pursued is to get the pine woods cut off so that the agricultural lands may be availed of for colonization, the hard woods being left on the lands for the benefit of the settlers. The timber rights are sold for a bonus of so much per square mile to the highest bidder, who has a period of five years in which to cut the trees down, and as the cutting proceeds he pays dues at the rate of 75 cents per 1,000 ft. board measure. This is estimated as producing for the Provincial Exchequer an annual revenue averaging \$500,000. Intending settlers are very liberally dealt with by the Government. They acquire the patents to their lands after five years' actual residence and improvements. They are expected to clear an average of three acres per year, or 15 acres in the five years, and within that period also build a small log house and barn. These conditions accomplished, a married man is given a tract of 200 acres, and a single man 100 acres. The additional right is given, if the settler wishes it, to buy 100 acres more, and thus they may have in each case a total holding respectively of 300 acres and of 200 acres. As all the Ontario lands are timbered, a good deal of labour is requisite to clear them, so that the craze to acquire large tracts, for which it is impossible to provide an adequate working force for cultivation, is not developed here to the extent seen on some of the prairie lands in the States. Considerable immigration is going on, and along the railway new settlements and clearings are found in eligible places. The young men from the lower portions of Canada, who are accustomed to clearing lands, come out here and go to work, but the chief colonists are said to be from the British races, although considerable numbers of French come in from Quebec, thus depleting that province. There are Germans and Scandinavians, and the

usual mixture of races that seek new homes on the frontiers of America. The policy of the Canadian Pacific Railway is to encourage this by reduced rates for travel, the charge for colonists going westward from Montreal as far as Winnipeg, 1,423 miles, being placed as low as ten dollars.

Having crossed to the southern bank of the Ottawa river and entered the province of Ontario, we now resume the westward journey along the valley of that stream. The railway makes a short detour to the south-west upon leaving Ottawa, temporarily deserting the river bank and heading towards Toronto, on Lake Ontario. At Carleton Junction, a small town 29 miles out, the railway divides, a branch going on 261 miles further to Toronto, while the main line, which, in the parlance of the railway servants, is the "Winnipeg line," turns north-west and afterwards west, and seeks the bank of the Ottawa river again. The Toronto road is expected to become one of the chief carriers of the system, as it is to be extended westward to Detroit, where traffic connections are to be established by which the Canadian Pacific will get into Chicago, and thus become a close competitor with the Grand Trunk and other lines for the Chicago through traffic to the seaboard. After leaving the junction at Carleton, the region traversed by the main line is a land cultivated in isolated spots, but chiefly devoted to timber cutting and saw-mills, for which the frequent rapids of the river give an excellent water power. The Ottawa is followed westward to Mattawa, where the river diverges as it comes down from the northward, and then the route has been laid out westward across what was very recently a wilderness towards Lake Nipissing, north of Georgian Bay. As Mattawa is approached, the land becomes rough and is strewn with boulders, and this continues for some distance towards the lake. Scrub timber grows up among the rocks and gnarled trunks of trees, that have been charred by forest fires, and small lakes abound. The largest villages here are Pembroke and Mattawa. Log drives are found among the streams and vast amounts of timber and faggots for shipment are piled alongside the railway. The stations are substantial wooden buildings and the line is well constructed. At Callander, a village 344 miles from Montreal, the old Ontario Government lines, which were taken by the new company, terminated, and here the construction of the Canadian Pacific Railway proper began about three years ago.

As Lake Nipissing is approached the road runs into a much better region with fertile soils capable of high cultivation, and this continues for a considerable distance westward. The Sturgeon river rushes down a contracted cataract directly under the railway, advantage being taken of the narrowed passage to throw a bridge over. The fertility extends for some distance westward until the spurs of the Laurentian hills are reached, which stretch northward from Georgian Bay. Then the rough and rocky country reappears, settlements are sparse, and we gradually move from an agricultural to a mineral region. We ultimately reach and halt at Sudbury, a small settlement in the woods, which is said to be destined to be a great railway junction in the future. This is about 40 miles north of Georgian Bay, and a branch railway diverges south-westward to the bank of Lake Huron at Algoma; 96 miles running down the valley of Spanish river. This branch, traversing a rich mineral region, is to be immediately extended to Sault Ste. Marie, the strait at the international boundary which connects Lakes

Superior and Huron. When finished this will give through connections both from St. Paul and Minneapolis, in Minnesota, and from Duluth at the head of Lake Superior, so that the Northern Pacific Railway and the great flour-milling industries at the Falls of St. Anthony, on the Mississippi river, will have their outlet to the seaboard at Montreal, some 400 miles shorter than any other and, it is to be presumed, proportionately cheaper in transportation charges. Several of the connecting links in this new system are now constructing, and it will extend the existing branch 84 miles from Algoma westward to the strait, passing the well-known Bruce copper mines on the north shore of Lake Huron. This route I have already spoken of as developing great mineral wealth. Last year in the railway construction near Sudbury some vast copper deposits were discovered. Rocky rounded hills called "batter" abound here, and it was found that some of them were practically piles of copper pyrites. The greatest vein of copper ore in the world was developed by the examinations that followed, it being found to extend about eight miles and to cross both the main line of railway and the branch. For two miles of the distance it is 1,500ft. wide, and is known to be at least 100ft. deep. Most of it is above the surface, most of it assays 33 per cent., and it is said that even considering the present low price of copper, all the ores that will assay above 10 or 12 per cent. can be disposed of at a profit. The Canadian Copper Company began the working about three months ago, and are quarrying the ores out by blasting the sides of one of the buttes, and piling them up, awaiting the railway spur line, which is to come in and take them to market. Smelting works are contemplated, and quite a settlement has been started among the rocks and rubbish that make up this part of the recent wilderness. The copper ores are so plentiful that the railway which is cut through the vein uses them to ballast the line for a considerable distance.

I have mentioned Lake Nipissing, a broad and pretty sheet of water that was practically unknown to the world until the railway came along about 20 years ago and started a town on its banks at North Bay. Some of the choicest lands in Ontario border the lake, the surface being level, and heavily timbered in most cases. As the train approaches North Bay it suddenly passes out of the woods and gives a fine view over the lake stretching as far as the eye can see. This beautiful sheet of water is 50 miles long, and about 15 miles wide, with several islands dotting its surface. Its waves wash against benches of pebbles and sand, and there are several flourishing settlements on its shores with steamboats connecting them with the railway at North Bay, a thriving town of about 1,000 people, which has a fine hotel, the "Grand Pacific," and good stores and buildings. The stumps still adorning some of the streets show how new it is, for most of the land on which the town is built was not cleared till last year. The fertility of this region is probably due to the presence in earlier ages of a much larger lake, of which the present one is the reduced successor. Thus were made the rich alluvial deposits of the region, which was a favourite home of the Nipissing Indians, a tribe of Algonquins living on the borders of the lake, from whom its name was derived. It discharges its water through the French river, a stream filled with islands and rapids, and flowing about 50 miles south-westwards into Georgian Bay. The few descendants of this

once powerful tribe who are left are living on a broad reserve adjoining North Bay. They do not do much at cultivating the land, but they have discarded Indian feathers and paint for ordinary garments, and some of them were not too proud to assist at railway building when the line came through their country. Their old chieftain, Menenge, still lives in a log house—instead of a wigwam—on a romantic point of land jutting into the lake, and his memory is to be kept green by having a railway station named after him, where the road passes through the reserve. These Indians will have a fortune when their lands come into the market, but it will take a high price to tempt them to desert the pretty lake and its pleasant surroundings.

#### VI.—THE GREAT LAKES AND THEIR NORTHERN SHORES.

CHAPLEAU, ONTARIO, AUG. 30.

Our railway route westward of Lake Nipissing traverses the country to the northward of Lakes Huron and Superior. These great lakes are the largest of the chain. Huron preserves in its name the recollection of the powerful tribe occupying the shores of Georgian Bay, who were the allies of the Algonquins. This lake, including its eastern arm of Georgian Bay is 250 miles long and 130 miles wide. It varies in depth from 100ft. to 1,750 ft., averaging 1,000ft., and its surface is about 575ft. higher than the ocean level. Georgian Bay, which stretches around the lake on the eastern and northern sides, is 120 miles long and about 50 miles wide, and is entirely within the province of Ontario. The Manitoulin chain of islands forms a separating line between the bay and the lake, the water to the northward being known as Manitou Bay and the North Channel. Copper ores are found on the northern shores, where the broken and rocky surface rises sometimes to 600ft. elevation in cliffs and hills along the bank. It is here that the Bruce mines are located. To the westward, the St. Mary's river, a beautiful and romantic stream of 62 miles length, forms the outlet of Lake Superior. It is a succession of expansions into lakes and contractions into rivers, is dotted with pretty islands covered by foliage, and has some small settlements along the shores. Its chief attraction is the "Leap of St. Mary," the saut or rapids of over 10ft. descent being avoided in the chain of inland navigation improvements by the St. Mary's ship canal. Westward of this is the great Lake Superior, the largest body of fresh water in the world, 290 miles long and covering a surface of 2,900 square miles, with a coast line of about 1,700 miles. The average depth of the lake is about 1,000ft., and its surface is some 326ft. above the ocean level. It receives its waters from nearly 250 rivers and creeks, which drain a basin covering 100,000 square miles. There are some islands in the eastern and western portions, but all the centre of the lake is a vast unbroken sheet of water. The early Jesuit missionaries, who were the first explorers, told their story of it in Paris as early as 1636, and in their published account speak of its shores as resembling a bearded boy, of which the north shore makes the face of the boy, the south shore the coat, and Keweenaw Point, projecting from the southern shore, represents the arrow. The lake has generally a rock-bound coast, displaying great beauties of scenery, and in some places, particularly on the northern

shore, the beetling crags and cliffs are boldly projected to the lake along the water's edge. As the northern coast is high, and the height of land is near the lake, with the long slopes stretching away from it to the northwards, the formation prevents rivers of large size from falling in. This northern coast is much indented by deep bays, rock-bound by their border of precipitous cliffs, back of which rise the black and dreary mountains of the Laurentian range. There are rocky islands scattered about this portion of the coast, many rising almost perpendicularly to great heights, directly up from the deep water. Some present vast castellated walls of basalt, and others are granitic peaks, elevated 1,000ft. to 1,300ft. above the lake. Nowhere else upon the inland waters of North America is there such grand scenery. The irregularities of the coast-line make numerous good harbours, but as yet they are little availed of excepting at Port Arthur. The most considerable affluent of Lake Superior on the northern shore is the Nipigon river which comes down over falls and through rapids, bringing the waters of Nipigon Lake into Nipigon Bay. This elliptical sheet of water to the northward of Superior is itself one of the great lakes, although until recently but little known. It is about 70 miles long and 60 miles wide, with a coast line of 680 miles and shores indented by bays and bounded by cliffs and promontories. It is elevated considerably above Superior, the surface being 833ft. higher than that lake. Thickly studded with islands and being very deep, it receives various mountain streams that come from the almost unknown wilderness around it.

The forests of the region around Lake Nipissing and north of Georgian Bay produce large amounts of timber, the preparation of which gives general employment to a good many of the people. From the neighbourhood of North Bay, the railway has carried away, on English orders alone, over 50,000 tons of squared timber during the season just closing. This, being nearly 4,000 car-loads, is an enormous traffic of itself, the timber being carried down to the Ottawa river, where it is formed into rafts and floated down the St. Lawrence to Montreal or Quebec to be loaded on shipboard for the ocean voyage. For the new settler, the extensive employment at wood-cutting is a great boon. The young Scotchman from home, or the Frenchman from Quebec province, comes into this region with scarcely any capital but his axe, in the use of which the French Canadians are particularly expert. They do not like to leave their Quebec homes, but they have to from sheer necessity. When the old farm has been sub-divided among the children under the French system until the long strips of land got so narrow between the fences that there is no opportunity for further sub-division, then the young men are forced to seek homes elsewhere. They start for the new country in the backwoods of Upper Canada, which the railway has just opened. The old man gives them his blessing with a good axe and two or three dollars, and this is their capital in starting life. They can get employment up here at four to six shillings a day wages, but most of them start in as settlers, taking up land which they proceed to clear. They are at home in the forests, can quickly build a log cabin, and go to chopping out railway ties, telegraph poles, and firewood, for which there is a ready sale along the railway. They live on almost nothing, can catch abundant fish of most excellent quality in the numerous lakes and trout streams that are everywhere found, and need only buy

their flour and salt, both of which are very cheap, a sack of low grade flour costing but six shillings for a hundredweight. Thus they go to work, and in the course of the season will cut, besides the larger timber, one or two hundred cords of wood which the young man sells at the railway for six shillings a cord. He soon gets a horse, and a rope for harness, and, building a sled, hauls in his wood when the snow is on the ground. Thus, out of comparatively nothing, he will have accumulated by dint of hard work in a season or two from \$200 to \$300 in Canadian money, and this is a fortune for the young Frenchman, the news of which, sent back to the old folks at home, charms them with the idea that he is on the road to become at least a millionaire. Then he goes back for a visit, gets married, and brings his wife out to the new country to start housekeeping. The young Scotchman also does good work in his early career here, but while the French Canadian is willing to keep on at it, the Scotch of Upper Canada are more ambitious and become larger landowners and storekeepers and timber merchants, and develop into the ruling power.

Thus, crossing a country which gives the chance for displaying so much energy, let us for a few minutes take a survey of the Canadian Pacific transcontinental train in which the travelling is done. The locomotives have a haul of about 120 to 130 miles on each division of the line, when they are changed and fresh ones put on. The continent is at present crossed from Montreal to Vancouver in five days and fourteen hours and this will soon be reduced to 120 hours; good time is kept. The first east-bound transcontinental train that we met in transit passed Sudbury, going eastward, at 4:17 p.m., after being about five days on the journey. There was, before its arrival, some curiosity displayed to learn whether it was in time, and bets were made on the time it would arrive. The betters wagered Vice-President Van Horn of the railway, who was at the station, that it would be at least three minutes late, and he promptly took them up and won, for the train, after its long journey of nearly 2,500 miles to that station, came up to the platform just 15 seconds behind time. It brought the latest newspapers from Winnipeg, and, after a moment's halt, proceeded on for Montreal. This train makes the longest journey known on any railway in the world, 2,900 miles, and the through sleeping coaches attached to it run the entire distance without change, which is a great comfort to the traveller. Every week-day a train starts from each end of the line, leaving the eastern terminus at Montreal at 8 o'clock in the evening and the western terminus at 1 o'clock in the afternoon. On Sundays the trains are omitted that otherwise would start, thus making six trains each way every week. The west-bound train is called the Pacific Express and the east-bound train the Atlantic Express. Westward of North Bay, on Lake Nipissing, there are the only passenger trains that at present move on the main line of the railway. Every 24 hours the through train passes each station going each way, and it is an event in the backwoods that usually brings out the small available population to the station platform to see the novel sight and pick up the news.

We are going westward on the Pacific Express which is made up of five coaches. At the head is the luggage, mail, and express coach, which carries the baggage and other paraphernalia of the long journey. The next is the colonists' coach, a third-class carriage with seats arranged so that they can be turned into a double tier of

berths on each side for sleeping accommodation. The train carries passengers at three rates. The ordinary American first-class passenger coach follows the colonists' coach, and may be considered as the second-class carriage in the English comparison. This usually takes the local travellers along the line, the through travellers being either in the colonists' or sleeping coaches. Following this is the dining coach which is becoming an institution on American railways where long journeys are taken. This coach only travels part of the way with the train, not being hauled at night, but going usually from 7 o'clock in the morning till 9 o'clock at night, when it is taken off and next morning is taken back by the return train, each coach thus moving backwards and forwards over about 300 miles of line. In our train the dining coach is constructed in the same style as a large American passenger coach, about 70 feet long, built very broad and high. The main body of the coach has large, double plate-glass windows in the sides that keep out all the dust, while the high top is arranged to furnish thorough ventilation. On either side, arranged along the windows, are five tables, each about three feet square. Broad and comfortable seats are provided, so that two persons may sit at each table, and thus 20 can get their meals at the same time. On the sides of the coach, between the windows, racks are set that contain the cutlery. Here the traveller can enjoy his food at leisure and at the same time view the country as the coach rolls smoothly along. The space at one end of the coach for about 20 ft. is occupied by the kitchen and pantry, with a passage on one side of them to enable the passengers to move through from one end of the train to the other, which is regarded as one of the birthright privileges of free America. The kitchen has a broad range, with hot-water apparatus and all the latest improvements, and ample lockers for all the dishes and utensils. Tanks overlaid hold the fresh water, and little refrigerators contain the meats and other food supplies, which are put freshly aboard at every round trip. In front of the kitchen is the pantry, where the waiters come and pass the orders through a wide slotted opening to the cooks inside. Extensive closets keep the table silver, linen, glass, &c. At the other end of the coach is the wine closet, arranged with ice-house to keep the wines and beer always cool, so that it is ready for immediate service. The meals are furnished from an ample menu, and at the uniform price of 3s. In practice they can be had whenever wanted, but the usual custom is to breakfast about 8 o'clock, lunch at 1, and dine about 6 or 7, and it is surprising what healthy appetites the journey develops. The steward, or, as he is called in this country, the "conductor of the dining car," carries on his travelling restaurant with a working force of two cooks and two waiters, he acting as general supervisor and butler of the establishment.

Following this convenient hostelry in the through sleeping coach, the two together giving all the conveniences needed for the long journey. The sleeping coach is constructed with six "sections" (as they are called) on each side. Each section will represent the stuffed seats and high backs of an English first-class railway carriage, excepting that an aisle passing along the middle of the coach divides one side from the other. At night the seats are rearranged into an upper and a lower berth, with curtains drawn in front. At one end a section, made somewhat wider, is enclosed in the form of a state

room, so as to give complete privacy. In the aggregate 26 persons can be given sleeping accommodation in the coach, while at either end are toilet rooms, and a bath room is also provided. At the rear of the sleeping coach is a large open apartment, with a good outlook from the back platform, this being the rear of the train, so that the passengers can use it as a smoking room and have a view of the line as it is passed over. This is each transcontinental train made up, an equipment of 14 sleeping coaches and 11 dining coaches being required for the outfit of the through trains in the aggregate, besides extra ones to provide for trains that carry a heavier load. The "through sleeping coach," as already stated, goes over the entire route, its conductor and servants going the whole way. They thus become acquainted with the peculiarities and special wants of their passengers, and also aid in relieving the monotony of the long journey by giving notification of the approach to attractive bits of scenery, to see which it may be necessary to rise early in the morning. This may in time develop into a transcontinental courier system for the line. The colonists' and ordinary coaches are changed at Winnipeg, about the middle of the route, and a new and clean outfit thus put on the train for the remaining half of the journey.

The Canadian Pacific Railway westward from Lake Nipissing, after passing Sudbury, the junction heretofore referred to, goes through rocky ridges, with broad stretches of level land, having an occasional log-house and settlement. Forests cover almost the entire surface. The train speeds along and gradually takes us into a region of pretty lakes and running streams, with rapids and cataracts giving pleasing variety to the forests and rocks. The lakes and water courses bear prolific crops of beautiful pond lilies, sometimes covering them. The line winds in and out among the lakes and masses of rock. It passes at Onaping river a beautiful cataract in full view. It runs for miles along the edge of Strait Lake, 430 miles west of Montreal, where some difficult engineering had to be done. The long and very narrow lake being on the summit of a gradient, it was necessary to reduce its level, and by constructing a canal, the surface was lowered ten feet, and the roadway made along the new bank, at about two feet elevation above the water. The "Cudjoe road" or "Toteroad," as it is called in different parts of the country, runs alongside the line, now near, and now far off, being the roadway that had to be constructed through the wilderness, before the railway building began, to bring in necessary supplies and materials and the men to do the work. The abandoned huts of the railway builders, rude little log constructions, are seen at intervals, being now of no more use. The making of this preliminary road in some cases was as difficult and expensive as building the railway itself. The route turns north-west, and passes northward of Lake Huron, bringing us to the height of land between the lakes and Hudson Bay. The water courses flow at times south and at times north, as they seek their respective outlets. Swamps and fens abound, and also the peculiar morass which in this country is called a "muskeg." This is a lake bearing on its surface a thick growth of decayed vegetable matter and peat, in layers made year after year, and covering it to a considerable depth. These "muskegs," which are occasionally crossed, enhance the difficulties of railway building in this new country, as the surface must be solidified and the uncertain region beneath made strong enough to bear up the rail-

way. Much work is going on at treating the "muskegs," which have to be filled with layer upon layer of timbers and muck piling on the surface gradually sinks. They will soon all be in good condition.

As may be supposed, the signs of habitation are few, but there is occasionally a good settlement in this new country. Such is Cartier, 478 miles from Montreal, named after the late Sir George Cartier, who was one of the earlier advocates of the construction of the railway. Biscotasing, 632 miles from Montreal, is quite a busy place, upon a beautiful lake, with arms that stretch in every direction, like a double cross, giving fine vista views over the forest-bordered waters. An extensive series of inland waters is connected with this lake and can be navigated, so that considerable trade concentrates here. Saw-mills and timber-cutting are the chief industry. Three years ago, when the railway route was prospected, there was scarcely a white man within a hundred miles. The track-laying came along two years ago, and this brought the people. Many of them were out at the station to see our train go by—the chief event of the day. Such advanced work at settlement may be considered too venturesome, but it must be remembered that this region, with all its rocks and roughness, is hardly as uninviting as many parts of the States of Maine and New Hampshire, where a hardy population have managed to thrive and become numerous and influential. Thus we come to Chapleau, 615 miles from Montreal, named in honour of the Canadian Secretary of State, where the railway has the shops and buildings usually at the terminus of a division. This is a Hudson Bay Company post, being on a range of interior waters connected by an easy portage with the Moose River, flowing into Hudson Bay. The settlement, however, is barely a year old, having begun with the railway-building. It has about six hundred people, chiefly railway workmen, with a few settlers in the bush on the outskirts. All hands were at the station when the train halted, and the Union Jack flying from a telegraph pole waved over this oasis in the wilderness.

#### VII.—THE NORTH SHORE OF LAKE SUPERIOR.

PORT ARTHUR, ONTARIO, Aug. 31.

Until the Canadian Pacific Railway came along, the northern shore of Lake Superior was an almost unknown region. A few Indians and fur-trappers lived there, but except the Hudson's Bay Company's voyageurs scarcely any one ever traversed it. The construction of a railway along this stern and rock-bound coast was one of the most daring enterprises ever attempted. The line is built at or near the lake shore for 200 miles from Heron Bay, about 800 miles from Montreal westward to Port Arthur. The road at times is hundreds of feet above the lake, the route being carved out of the precipitous cliffs, and at intervals it is down almost to the water level, where it can sweep around some pretty cove with pebble-covered beach. The coast is a succession of high rocky headlands projecting far out into the lake, with intervening bays and coves. Deep cañons and fissures are cut into the crags down which torrents run, though few rivers of any size flow in. Off shore the lake is dotted with rocky islands. The waters are a beautiful green, so clear that the bottom is visible for a long

Distance. To build a railway in such a forbidding country, as may be imagined, was enormously costly, and, in fact, the Canadian Pacific line in this section of the work was most expensive, the outlay being some \$12,000,000 in the aggregate for the 200 miles distance, while in several cases a single mile of the heavy cuttings and tunnels cost as much as \$750,000. The rocks cut through are the hardest known—granite and gneiss with mica schist and black trappo. The railway expended \$2,100,000 during its construction for dynamite and explosives, most of which were used on this difficult section. It was among the latest portions of the work completed, and when the troops from the Lower Canadian provinces were transported last year for the suppression of the North-Western rebellion they had to march over portions of this distance, in some cases being compelled to march around some of the bold promontories, which the railway had not yet traversed, by going out upon the ice in the lake. This portion of the great railway was finished on May 19, 1885, near Jackfish Bay, one of the deeply-indentured fissures in the rocky and irregular shore. The preliminary work at running lines and levels was exhaustively done, and the result was the discovery of a number of interior lakes just inside the coastline which afforded northern faces to some of the great promontories. The route was then laid out in some cases on the smaller lake shores inland, and in others upon the perpendicular southern faces of the cliffs, while coves were encircled, crags tunneled, and fissures and cañons crossed by lofty bridges. The railway builders had the advantage of the Lake Superior navigation to land their supplies, and this enabled them to build the line at many places at the same time, so that progress was comparatively rapid.

After running for a long distance through the woods beyond Chapleau westward over a reasonably level and rather uninteresting country, our train in the early morning came out upon Heron Bay, an arm of the lake, at about 300ft. elevation above the water. The region was timbered, with huge rounded rocky hills rising loftily above the line, which ran over an elevated plateau with much difficult rock cutting to get through the hills. Here at the little settlement of Peninsula there were a few cabins and a good harbour indented in the lake shore, the first found on Lake Superior for 90 miles westward from Michipicotan Bay. Here also some venturesome frontiersman has built a three-story house for an hotel, to divide the honours of the station with the huge railway water tank. The railway stations in this region are only established at intervals of 15 to 20 miles, where it is necessary to provide water for the engines. The gradients are not over one foot in a hundred, however, though the unevenness of the line prevents fast running. The view over the lake shows rocky islands rising high out of the water, the most considerable being Pic Island. As the railway winds along among the crags the very difficult work of deep rock cutting and tunnelling and airy trestle bridging over the fissures and fords astonishes the beholder. There are no signs of habitation or settlement excepting what the railway has brought. The deeper fords running far up into the land have the railway built around them, sometimes going miles to accomplish a short distance, while in other places, suddenly moving away from the lake shore by plunging through a cut or tunnel, the train comes out upon the craggy border of an inland lake at much higher level than Lake Superior. In many parts the rocks have been rent by some ancient convulsion into myriads of fragments.

while in others the syenite, exfoliated and disintegrated by the operations of frost and wet, covers the entire surface. Boulders are strewn about, some of enormous size, while the lumber is poor and chiefly birch. The most imposing spectacle is the heaving crags that the train goes around, which rise from the water's edge almost perpendicularly to many hundreds of feet above the railway. The coves and bays between these projecting crags make magnificent amphitheatres. At the head of Red Sucker Cove a long trestle bridge 120ft. high, built upon a curve, carries the railway over, while cliffs rise 1,500ft. above the lake. As the railway curves this great bridge, with its enclosing amphitheatre of cliffs, is in full view, the train rushing through a tunnel to leave the cove. The railway construction is very substantial, the cuttings being made wide so that snow will not obstruct them, and the tall and airy bridge trusses being in every way strengthened and protected. The solitary habitation of a stray fisherman, who is out in his canoe catching the trout, is the only variation seen in the monotonous yet grand display of rock and forest, the crags standing up over the railway tunnels and cuttings like the buttresses and castellated peaks of some ancient fortress.

Point Caldwell, that required some very difficult work at railway building, is a long, jutting promontory thrust out into the lake, around which the Canadian troops marched on the ice in the spring of last year to the next section of the then unfinished railway. The march was comparatively short, but a most trying one for the soldiers. These crags of the old red syenite lifted far above you display a pretty variety among the green foliage in the pink flowers that are liberally distributed over them. Beyond the Point, the Pic River is crossed on a substantial iron truss bridge on stone piers which is at 110ft. elevation above the water, and the line then winds along the face of the crag until the stream enters the lake. Fissures and cañons are crossed by a succession of trestles, that will be replaced with solid masonry piers and truss bridges when the line gets older. The roadway then, passing inland from the shore, skirts Steel Lake and crosses Steel River, winding down its bank to the edge of Terrace Bay, out on the lake again. Here is a remarkable formation. Four separate terraces rise in a grand amphitheatre from the lake shore, formed by ancient sea-bench shingle and pebbles which have been uplifted. Next the line comes to Jackfish Bay, a long and narrow land-locked harbour, with sandy beaches and rocky capes projecting into the water. It is named after the larger pike, known here as the "jackfish." This has a little settlement and a wharf and railway station, 846 miles from Montreal, where coal and other supplies are landed, the Pennsylvania coal being brought here cheaply by the lake transportation. The railway goes round this bay at about 40ft. elevation, winding successfully among the crags that enclose its shores, yet with three miles of line accomplishing barely a half-mile in the westward journey by bridges, tunnels, and galleries in the rocks that cost over \$1,500,000 to make. We stopped at the little station and heard a fish story from one of the residents, who told how he had gone down to the shore and, seeing the trout disporting, had taken a little butterfly to bait his hook, and with it caught three 20lb. speckled trout. They were of the finest quality, yet so numerous are they here that he had sold all three for one dollar. In the construction of the railway at this bay a land-slide

\$2,400,000

\$1,500,000

\$2,000,000

took place about two years ago, which carried down a man and horse, both being drowned. The man had a funeral, but the horse remains in perfect preservation standing up where he fell into the water, the low temperature of Lake Superior, which is never above 40deg., making it a refrigerator.

The most pretentious place in this desolate region is the railway station at Schroiber, 865 miles from Montreal, where a considerable colony has been established by the railway people, and a broad and level plateau among the hills has been availed of for necessary shops and buildings for the line. Beyond this the road gradually rises to several hundred feet elevation, with more rock cuttings and trestle bridges carrying it through crags and over ravines, with long vista views among the trees, seen far over the lake, and disclosing a magnificent panorama of bays and headlands, with bleak mountains to the northward. Then we begin to skirt the shores of Nepegin Bay, which is bounded far away to the southward by a succession of mountainous islands, whose shores are as full of crags as the mainland. The land is carbonate, the granite and boulders covering the surface, the white birch trees alternating with pointed firs, while eagles and hawks circle about the tree tops or skim over the water in search of fish. For 10 miles the railway is laid along this bay of savage grandeur. The little station of Ressept, which has just been established, has a beautiful outlook over the entrance to this bay. The station building is not yet finished, yet it is noticed that the crews have already arrived, it being said in this new country that they quickly follow the coming of the first settlers, and thus keep up with the onward march of civilization. The shores flatten beyond this, and the French explorers named it the Bay-Plat, where there is a chance for cultivation, the soil being good. But in Pays-la-Point, a jutting cape of enormous size, the name becomes a misnomer. It has taken skillful engineering and hard work to get the railway around this, the great tunnels and buttresses with bridges and cuttings being among the most expensive construction on the line. Then the vast circuit of Gravel Bay, flanked by its mountains, is made, and in the distance looms up the large promontory of Fire-hill with its basaltic columns at the apex. A fine bridge carries the railway across Nepegin river, winding among the hills with rapid current, bringing down the waters of Nepegin Lake, and said to be the best trout stream in this section. The Hudson's Bay Company has a post on the opposite shore of the bay, and a steam yacht and some little craft are at anchor there. This is an important trading post 678 miles from Montreal, but the view is soon shut in, as a gallery carries the line around Red Rock, the heavy sides of the cliff, as red as blood, giving it the name. The Wolf Run and Big Hurgeon river are crossed, and the line bends north-westward across a broad and comparatively level forest towards Thunder Bay on the north-western side of the lake, the brisk southerly wind coming over the great fresh-water sea, making the white-capped breakers roll in upon the shore, for Lake Superior can, upon small provocation, produce even worse storms than the Atlantic.

Thunder Bay is a deep indentation divided from Black Bay by the great projecting promontory of Thunder Cape, seen 16 miles away across the water, and rising 1,250 feet high in stiff columns of basalt, the summit containing the crater of an extinct volcano. Across from it is another basaltic Gibraltar, rising 1,200 feet from

the almost level plain that borders the bay—McKay Mountain. Between them and guarding the entrance is Pic Island. Leaving the great cliffs and heavy work that has brought the line along the northern shore of Lake Superior—a monument of railway engineering skill—the train now runs over the level agricultural land into the well-known town of Port Arthur, 933 miles west of Montreal. This is the chief part of the north-western coast of Lake Superior, and is the growth of the last four years, all brought by the railway. The town now has about 5,000 inhabitants, and stretches over a mile along the bay, with fine wharves protected by a breakwater from the storms on the lake. The wind blew freshly over the harbour as we arrived, and a big steamer was just starting off on a voyage down the lakes. The pretty Kaministiquia river flows through a rich and level prairie down to Thunder Bay, and in its upper waters is a series of rapids, with the famous Kakabika fall about 30 miles from its mouth. This is one of the most attractive enterprises in the neighbourhood of Lake Superior, the rocks being cleft so that the river tumbles into a chasm 130 feet deep, and then goes on for nearly half a mile in rapid current through the fissure, the sides rising perpendicularly and in some places overhanging their bases. Then on the banks of this pretty river, down where it flows peacefully through the level prairie, the North-West Fur Company many years ago established a trading post. It was very profitable, and the company had quarrels with the Hudson's Bay Company; but ultimately, about 1819, the two were consolidated, and this post of Fort William became a well-known north-western station among the Indians and trappers. A large Indian settlement was made up the river valley, and ultimately a flourishing town was established about two miles inland. On the opposite side the later village of Prince Arthur's Landing (Port Arthur) gradually grew, and the railway gave an impetus to both towns. There are probably in all these places 10,000 people, with steady employment and a brisk trade, for at Fort William, which is just 1,000 miles west of Montreal, the Canadian Pacific Railway has erected one of the largest grain elevators in the world, having 1,250,000 bushels' capacity, and rivalled by but one other similar edifice, recently built at Chicago. Another elevator of 400,000 bushels' capacity is located at Port Arthur, and the traffic in the grains of the great fields of Manitoba has become so large that the construction of a third elevator is in contemplation. Vast quantities of coal are landed here for transportation further westward, there being huge piles on the wharves awaiting transit. Port Arthur is a busy place, and its chief buildings were decorated and its flags flying in honour of the Canadian Premier Macdonald, who had just made the town a visit and then proceeded eastward. It has valuable minerals in the neighbourhood. The Silver Island, near Thunder Cape, is a valuable mine of which fabulous tales are told. Jarvis Island, not far away, also contains a rich vein of silver ore. Silver is found at several places on the mainland, and there are good iron-ore deposits. As a hard-working and very enterprising population are collected here, with a fine agricultural region being developed by thousands of farmers around them, the future prospects of the country about Port Arthur are excellent. I looked with great interest upon the old buildings that formerly made up the trading post of Fort William. They have passed into the possession of the railway, and the solid, square, white, stone houses, with its thick walls, which was the store-house for

the furs, has ceased to fill that duty, but, with the advance of railway improvement, has become the engine-house for hoisting cargoes out of vessels. Thus do the powers that rule the past yield to the power forces that control the present in this rapidly developing country.

#### VIII.—THE PROVINCE OF MANITOBA.

##### WINNIPEG, MANITOBA, SEPT. 1.

At 10 minutes past 15 o'clock yesterday afternoon the guard or conductor, as he is called, shouted "All aboard" on the Canadian Pacific Railway train at Port Arthur, and we resumed the western journey. The railway clocks west of Lake Superior and the time tables of this line mark the 24 hours consecutively, and the unusual circumstance causes a flutter among the passengers, and some difficulty in transacting the record of watches. From midnight to midnight the hours are consecutively counted, so that what is ordinarily called 10 minutes past three in the afternoon, has become, through this novel stroke of railway enterprise, 10 minutes past 15 o'clock. The timepieces recording this have the ordinary dials, but with an inner circle of numerals marking the hours above 12. The time is also reckoned westward of Port Arthur by the Central Standard time in the American railway system, which is one hour slower than the Eastern Standard time, which controls the eastward. This, by throwing the watches one hour too fast, being added to the computations necessary under the 24-hour system, made time-keeping among the travellers quite an abstruse mathematical problem, and most of them gave it up. The railway train was started successfully, however, and moved rapidly over the level land westward past the old post at Fort William, and its town site, and then up the valley of the pretty Kaministiquia River, with its rows of comfortable looking little houses and their gardens. The cultivation here is extensive and the land good, so that the region is attractive to farmers, and much new land is being cleared. The Canadian Pacific Railway goes westward along the valley of this river and one of its affluents, following what is known as the Dawson route. This in former days was the chief portage between the head waters of the St. Lawrence and those leading into Hudson's Bay, originally used by the Indians, who carried their canoes across the intervening strip of land, and ultimately developing into a passenger route by stage and boats between the two Hudson's Bay ports of Fort William and Port Garry. It was a roundabout way, requiring a journey of about 50 miles overland to the head waters of streams by which boat navigation could be conducted through the Rainy Lake and river to the Lake of the Woods, and then through Winnipeg River to Lake Winnipeg, whence the voyage continued southward up the Red River to Fort Garry. This was the route taken by Colonel, now Lord, Wolsley in 1870, when he made the expedition westward that suppressed the first French half-breed rebellion led by Louis Riel. Part of this route has been made the international boundary between Canada and the United States, which on its eastern portion, however, comes out upon Lake Superior at Pigeon River about 50 miles below Fort William, on what is known as the "Grand Portage."

After leaving the level and well settled region which extends for some distance back from Lake Superior, the railway route gradually ascends to the summit of the height of land separating the

two great basins draining into the St. Lawrence and into Hudson's Bay. It is a country almost destitute of inhabitants and having stations only at long intervals. The summit is reached some 60 miles west of Port Arthur, and the railway goes along it for a great distance. At first the land is comparatively level, but the rough rocks of the Laurentian and Huronian ridges soon begin to show and make a wild and difficult region, timbered, and with many lakes, but hard and uninviting, almost incapable of cultivation, and consequently without habitations. When the Savanna River is crossed, which leads down towards Rainy Lake, a couple of the old boats that were used in conveying the Wolsley expedition are seen, abandoned alongside the bank, one of them having been adopted for a home by an Ojibwa Indian family, who were sitting out on the shore, the spraw holding her papoose and trying to fan life into a fire to prepare something to eat. Heavy smokes from distant forest fires enveloped us, and as we moved along the lakes became more numerous, the crags larger, and the face of the country more and more broken. This uninviting region continued until the Lake of the Woods was approached at Rat Portage, also part of the route taken across this section by the Indians, in which the rapids of the river leading out of the lake required a portage, and this route and river the railway crosses. There are sawmills and an extensive trade at Rat Portage, the vast extent of the interior waters leading through the mazes of these extensive lakes enabling the lumbermen to cut and float hither a large amount of logs, which are converted into timber or transportation eastward. Gradually as the train moves along, it runs out of this sterile section, and patches of good land appear, which finally become general as the road passes upon the prairie and crosses the boundary between Ontario and the Province of Manitoba. The railway goes over the Whitemouth River, where more timber is concentrated and a sawmill is at work. All along the line is bordered by piles of faggots, the settlers hauling out the firewood from their clearings to be carried to market. The signs both of habitation and cultivation become more numerous, and Whitemouth boasts an hotel not large nor pretentious, but announcing, on a sign almost as big as the shanty that held it up, the important facts that it was an "hotel," a "billiard hall," was "licensed to sell liquors," and furnished "hot meals at all hours." The timber became scant, and soon the grass prairie was all about us with the grass burning in many places, fanned by the stiff westerly gale blowing. As we moved swiftly towards Winnipeg the number of houses increased and also the evidences of cultivation, until finally the train crossed over Red River and halted at the Winnipeg station, 1,423 miles west of Montreal, and 420 miles from Port Arthur.

The land into which we have now come belongs to an entirely different system from that through which the Canadian Pacific Railway passes into the older provinces of the Dominion. The Red River of the North is an affluent of Lake Winnipeg, and brings down to it a great amount of red clay-discoloured water in times of freshet which, by tinging the lake, gave it, in the figurative Indian language, the name of "Winnipeg," or the "Lake of the Dirty Water." This Red River rises in Minnesota, and has a tortuous course for nearly 800 miles, flowing first south, then west, and finally north to the lake. Its course is 1,000 feet above the sea, and the valley in Manitoba through which it meanders has an average elevation of about

700 feet. It is the boundary between Minnesota and Dakota in the States, and divides Manitoba into two unequal parts. Flowing through a prairie, its delta at the lake is in a region of fens, marshes, and muskegs, and it has no less than six mouths. Its affluents drain an immense number of small lakes, the chief among them being the Assiniboine river, named after an Indian tribe, and coming over 400 miles from the westward. This section of country and that to the north and north-west is as remarkable a basin of lakes as that drained by the St. Lawrence. The great Lake Winnipeg has tributaries from lakes and rivers that spread over and drain a basin of some 470,000 square miles. This lake is of irregular shape, 260 miles long and from six to 60 miles wide, covering 8,500 square miles and having 930 miles of coast line. Its surface is at 628 feet elevation above the sea, and it contains many islands. For so large a lake its shallowness is remarkable, the depth nowhere exceeding 70 feet. Besides the Red River, the Barren River enters this lake from the east, the Winnipeg river from the south-east, the Saskatchewan River from the north-west, and the Dauphin River brings in from the west the waters of Lakes Winnipegosis and Manitoba. On the northern side it has no affluents, but there discharges through the Nelson River to Hudson's Bay. This river is 350 miles long and passes a series of lakes and rapids, the latter rendering navigation almost impossible, though it discharges an immense amount of water into that great inland sea. Of the affluents of Winnipeg Lake, the Winnipeg River is 165 miles long, and flows north-west from the Lake of the Woods, discharging the waters of many lakes, and having rapids in its course which descend no less than 849 feet. The Saskatchewan River comes from the Rockies, where it has two sources flowing from different directions and joining to form the stream, which is 550 miles long, and drains a basin covering 240,000 square miles. Its name is a corruption of the Cree Indian words meaning "swift current." The Winnipegosis Lake is literally the "Little Winnipeg," although it is itself quite large, being 120 miles long, 25 miles broad, and covering 2,000 square miles. It discharges through the Water-Hen River into Lake Manitoba, above which its surface is elevated 20 feet. This latter lake is about 60 miles south-west of Lake Winnipeg, is 120 miles long and 20 to 22 miles broad, and covers 1,500 square miles. It discharges into Lake Winnipeg, whose surface is about 40 feet lower. The name of Manitoba was given to it by the Indians, who attribute a supernatural origin to a peculiar agitation of a portion of its surface, and hence named it the "Supernatural Strait." It will thus be seen that the Indian names of the chief of these lakes, which are themselves great bodies of fresh water, second only to the lakes drained by the St. Lawrence, are reproduced in the province of Manitoba and its capital city of Winnipeg.

Thomas Douglas, Earl of Selkirk, bought the greater part of the region now known as Manitoba to carry out a benevolent plan of settlement, and in 1812 began the Selkirk colony on the Red River, a few miles north of the present site of Winnipeg. About the same time the Hudson's Bay Company established its frontier trading post of Fort Garry, at the confluence of the Assiniboine with the Red River. The settlement did not flourish very much in its earlier history, but after the Canadian Pacific Railway was projected, and work begun at construction, the town around Fort Garry grew amazingly, and the Provincial Government was formed. The temperature and climate here have a

very wide range, varying from 40deg. below zero in winter to over 100deg. above in summer, but the dryness of the atmosphere prevents the cold being severely felt. In this level prairie land, however, they can get up winds that blow with startling force. A gentle zephyr of this sort greeted our arrival that made a sudden change in temperature of 50 degrees, blew clouds of dust around the streets of Winnipeg, and was so strong that it retarded the progress of the railway trains. The province of Manitoba is a parallelogram about 250 miles long, its general surface being a level prairie of the richest land, with soils that are among the most prolific on the continent. Its eastern and western borders are hilly, and the out-crop shows in some portions near Winnipeg, but the ridges of the Laurentian formation are not seen here as they were elsewhere in our progress across Canada. The chief settlements in the province are along the Red and Assiniboine Rivers, but emigration is rapidly filling up other portions, and the craze to trade in choice town sites and good agricultural lands has been exhibited here in times past to an extent exceeding even that seen in the mushroom frontier settlements in the States. Towns and villages are consequently springing up, and the new population going in will before long give the province many places that will rival in size those of Eastern Canada. The development of transportation facilities for this prolific region is being carried on by the Canadian Pacific Railway in an extensive way, their lines radiating from Winnipeg in seven different directions. There are lines northward on both sides of the Red River towards Lake Winnipeg, north-westward to valuable stone quarries, which furnish much of the building material used for the handsome edifices of the city, southward on both sides of the Red River to the United States boundary, where they connect with American lines leading to St. Paul and Chicago; and also westward through the Turtle River country. This extensive system involves the establishment by the railway at Winnipeg of an elaborate central terminus, and consequently the yards, stations, shops, and necessary adjuncts of traffic cover some 200 acres in the northern portion of the city, and a large business is carried on, involving the employment of probably 1,000 men. The shops alone, which are fully fitted to care for all the rolling stock on the railway division out to the Rockies with repairs and renewals, are a series of large buildings equipped with the best machinery and facilities, and having 400 hands employed.

The earlier settlement of Manitoba was by the French and Indian half-breeds, who came here to cultivate the land, it then being under the rule of the Hudson's Bay Company. The rebellion of Riel and the half-breeds against the Dominion Government, when it first took possession, was in 1870, being finally suppressed by Wolcley's expedition in August of the latter year. The population was then comparatively small, but since that time the stream has been moving in from all directions and of all races, the rebellion having attracted general attention to the great fertility of the lands. The chief growth has been within the last five years, and the half-breeds now are but a fraction of the inhabitants, Riel and his following having gone far away to the north-west into the valley of the Saskatchewan, beyond the lakes, where his second rebellion occurred last year. The railway has been the main spring in bringing people here, the advancement of the various settlements along the Red River and westward

having been almost marvellous since the through line was opened. The construction of the road between Fort Arthur and Winnipeg, with the branch southward from Winnipeg to Pembina, was undertaken as Dominion Government public works before the Canadian Pacific Railway was chartered in 1881, the unfinished portions being afterwards completed by the company. It was from Winnipeg as a base that the building of the long route westward to the Rockies was subsequently pushed forward and recently completed. The general appearance of settlements, buildings, and population in Manitoba is in some respects similar to what is seen in the thriving frontier towns of rapid growth in the States, but there seems to be more solidity here, and a better class of people. There can nowhere be learnt, however, a more impressive lesson of the value of a railway in opening a country; and it gives every indication of such steady increase that the traffic of this region alone will before long become so vast that it will tax the energies of more than one railway to manage it. The products of the province are of the widest range. In food the people no longer need outside supplies, but grow all their own meats, vegetables, and fruits, with large quantities to spare for shipment to less-favoured neighbours. The tall elevators that stand up at frequent intervals along the railway routes tell of the wheat this rich valley produces to send to all parts of the world. Train-loads of cattle and hogs raised on these prairies are sent eastward to Canada. The dairy interest is becoming so large that several towns are extensive exporters of butter and cheese. Manufacturing establishments are springing up, and, taken altogether, this prolific province seems, after the railway journey around the rock-bound coast of Lake Superior and the sterility on the height of land between its affluents and those of the Red River, to be literally the promised land for the Canadians.

#### IX.—WINNIPEG AND ITS NEIGHBOURHOOD.

##### WINNIPEG, MANITOBA, SEPT. 2.

The flourishing city of Winnipeg, which got its present name upon incorporation as a city about 13 years ago, is built on the prairie at the confluence of the Red and Assiniboine rivers, about 50 miles above or south of Lake Winnipeg and 90 miles north of the United States boundary. The rivers flow through narrow valleys with bluff shores rising some 30ft., but otherwise the surface is entirely level. The old trading post of Fort Garry stood near their junction, in a place where the winding Assiniboine gave pretty views. A crooked path northward, taken by the ox-teams going towards Selkirk and Lake Winnipeg, gradually broadened into the main street of the city, which is now a fine avenue of 132ft. width, well-paved with wood, and having wide sidewalks bordered with very good buildings, some of which are lofty and imposing architectural structures. Along this street the city extends for two miles, and it has been built, over the adjacent prairie for a long distance in both directions, the suburb of St. Boniface being across Red River, and containing the home with the cathedral and convent of Archbishop Taché, whose careful guidance has had much to do with the history of this region. The

castellated "Governor's Gate" is all that remains of the walls enclosing the old Hudson Bay Fort, and two or three rather dilapidated buildings preserve the memory of the post and its fur-trading, and the subsequent theatre of Riel's first rebellion, which began with the seizure of Fort Garry and its stores. The main street is carried over part of the enclosure and crosses the river beyond on a fine bridge, while the Hudson Bay Company has erected a row of splendid stores and offices along the street in which its large business, reaching an aggregate of £200,000 annually for this place alone, is now carried on. These stores cover much surface and have connected with them a grain elevator and shipping piers on the river. Winnipeg is the centre, not only of railway traffic for this section, but of a widely extended system of inland navigation, stretching in all directions along the streams and lakes tributary to Lake Winnipeg, and by portages far up northward and westward among the Rockies, and to the Mackenzie and Peace river regions and the Arctic circle. For hundreds and thousands of miles the boats and steamers of the Hudson Bay Company and its kindred interests penetrate this maze of waterways that are a network through the interior of the continent. The company stores here are the base of operations for this vast region, supplying the peculiar classes of goods needed for the Indian trading at the interior posts, and receiving the furs that are exchanged, which are packed and shipped to England. The great warehouses are filled with the goods that this traffic deals in, but the routes taken now to reach civilization with their product are far older. The Canadian Pacific Railway brings in the blankets and supplies from England, and takes back the furs and other results of the trade. In former times the only method of ingress and egress was by way of Hudson Bay, the Nelson river, and Lake Winnipeg, the transport being long and laborious, and only available during summer and early autumn.

Around this great store-house, but with many interests having no connexion with the Hudson Bay Company, this rapidly growing city of 27,000 to 30,000 people has been gathered in a few years. The old company no longer has its almost despotic sovereignty, having sold those rights with much of its territory to the Dominion Government for £300,000. Hence the sceptre has passed into the hands of the federal, provincial, and city Governments, respectively represented by very fine buildings, two of them, the Government Post Office and the City-hall, elaborate new structures of high architectural merit, being now almost completed. The Parliament-house is another fine building, adjoining which the provincial Governor has a comfortable residence. All the leading Canadian banks have large and imposing offices in Winnipeg, and there are many stores and other buildings of impressive appearance, while the suburbs, particularly along the Assiniboine and its beautiful shores, have attractive villas where the wealthier citizens have made their residences. I was surprised to see such an elaborate and active town so far away from the sea-board, and at the rate the new building is going on and the older wooden buildings are being replaced by newer structures of white brick and stone, both plentifully produced in the neighbourhood. Winnipeg will before long become one of the most attractive Canadian cities. The busy industry, push, and nervous activity of the people are much like that shown in an American town. Everybody is busy and on the qui vive to make money, and fabulous fortunes have been made here on the great advance in the

prices of lands. During the recent "boom" which followed the advent of the railway every inhabitant seemed to be a land speculator, and hundreds of "syndicates" were formed for dealing in town lots and new sites for settlements. I was shown a shallow lot on Main-street, barely 25ft. front and narrowing towards the rear, which was then actually sold at the enormous figure of \$78,000. The inflation has passed, however, and prices, though still high, have settled to a more stable basis. There are five churches that have cost \$50,000 to \$100,000 a-piece, and two colleges which are amply endowed foundations, with hospitals and other public buildings. The numerous large and attractive shops show trading to be brisk, for they are filled with most varied assortments of the newest goods, and the ladies wear the latest Paris fashions. The Manitoba Club is an extensive and complete establishment, modelled after the best London standard, and furnishing a good dinner, with two joints and every variety of vegetables, for a half-crown, so cheaply can food be obtained. Such is this wonderful interior Canadian city, which has suddenly grown up, almost like a product of Aladdin's lamp, on the fertile prairie more than 2,400 miles inland from the Atlantic Ocean.

Some of the Winnipeg prices will be of interest. In the retail market, the best steaks and steaks can be bought for 6d. to 8d. per lb.; boiling pieces for 2½d. to 4d.; and the whole carcass dressed at 3½d. to 4d. Pork is 5d. per lb.; veal, 6d.; mutton, 8d. to 9d.; ham, 7½d.; breakfast bacon, 6d. to 7½d.; lard and sausage 5d.; butter, 6d. to 7½d.; and fresh eggs, 6d. to 7½d. per dozen. Of fish the supply is large and cheap, white-fish, a most delicious fish of the trout species, retailing at 2½d. per lb.; gold eyes, a good pan fish, at a shilling a dozen; and pike and pickerel at 1½d. to 2d. per lb. Vegetables command per bushel, from two to three shillings for potatoes, 1s. to 1s. 6d. for turnips, and 6s. for carrots. Of corn products, oats are 15d. per bushel; No. 1 hard wheat, the best product of the Red River valley, 3s.; flour, 3s. 6d. to 10s. per cwt.; oatmeal, 8s. to 9s. Of live animals, good milch cows fetch £6 to £10; working oxen are in demand at £18 to £21 per yoke; and cattle live weight are sold for 11s. to 14s. per cwt. Hay sells at 24s. per ton, and straw at 4s. to 6s. The price of milk served in Winnipeg, however, notwithstanding the wealth of good land over which the cows can pasture, is kept up to the standard ruling in the Eastern cities, 4d. to 5d. per quart. There are thousands of cattle pasturing on the prairie near the town, wire fences being placed to protect them from the various lines of railway crossing the level land in different directions, but there is not much other fencing. The lands around Winnipeg are a level prairie, treeless, excepting along the river banks. They are used mainly for grazing, not being cultivated because speculators hold them at too high figures for the farmers to buy them. The dead level land, reaching as far as the eye can see, is unbroken, save by the deep gorges washed by the water courses, though about 12 miles north of Winnipeg they have a mountain. This Stony Mountain would not perhaps be dignified by such a title in some places, but to the inhabitants of this land of monotonous level there is such gratefulness felt at the relief to the vision afforded by what the Yankees call "a hitherising ground," that the people are glad to have the chance of calling it a mountain. Stony Mountain is a long ridge of rock stretching across the country at about 60ft. to 80ft. elevation, and in it are the quarries whence the cream-coloured building stone is got

that is so much used in Winnipeg, while bricks are made from the white clays of this region. From the ridge, which makes quite an imposing show and becomes a very respectable mountain in contrast with the level plain, an outlook is had over the prairie and the distant valley of the Red River, where the original Selkirk settlement is in a flourishing condition, the Scotch settlers having been very prosperous.

Upon the top of the ridge is located the Manitoba Penitentiary, where 100 to 150 convicts are confined, and though it is out on the open land, without enclosing walls of any kind, and the convicts, under guard, do all the outside work, the proportion of escapes is said to be less than from any other Canadian prison. Possibly this may be because they get more wholesome food and live in considerably more comfort than is usually the lot of the frontiersman. I was told that all nationalities were represented among the convicts, the Indians and half-breeds being rather the more numerous. The renowned Cree Indian chief Big Bear and two of his tribe are confined here for their complicity in the Frog Lake massacre during the late rebellion. Big Bear is a rather sedate-looking old gentleman of about 60 years of age, in his prison garb, and devotes his time to working in the garden where vegetables are grown for the prison, and feeding some bears that are kept in a pit, and have such liking for him that he goes freely into the den with them. The lately deceased chief Poundmaker was confined here, and the Penitentiary officials denied that the imprisonment was the cause of his death. They say that all Indians have weak lungs on account of the exposure of their mode of life, and that Poundmaker, on returning to his tribe, entered into the terrible ordeal of the "third dance," which was ordered in honour of his release, and, after the sedentary and enervating influence of his confinement, the tortures which are a prominent part of the ceremonies were too much for him, causing the hemorrhages from which he died. Warden Bodson, of the Penitentiary, has a herd of some 60 buffaloes that wander over a surface of about six square miles near the prison, which are said to be now about the only herd of buffaloes known in this country, as the race is almost extinct.

The vast prairie southward and westward of Winnipeg is a garden spot, rich with the varied flora in July, but now having only a few of the later flowers in bloom, while the grass is beginning to show the approach of the autumn. This prairie, in Canada, is said to extend hundreds of miles to the west and north-west, its limits being only circumscribed by the mountain spurs of the Rockies. The fertile belt is much broader than it is to the southward in the States, as the mountains trend westward, broadening the region, and the sterile alkali plains and the "Bad Land" region, which cover so much of the surface on the lines of the Union Pacific and the Northern Pacific Railways, do not extend in any appreciable degree across the boundary. The climate, too, as one proceeds westward from the lakes, becomes more moderate. In the Winnipeg region the snowfall in an average season does not exceed 18in. to 20in., being much less than in Eastern Canada, while it so quickly disappears that the spring opens early. The cattle can get their own subsistence from the prairie, excepting for about four months, when the snow covers the ground with a hard crust. The horses, by pawing, however, break through this, and thus at all times can get at the grass that comes up freshly beneath. It is

this great fertile plain westward from the Red River that will make the fortune of Canada, and may rule the wheat market of the world when it becomes thoroughly settled. Already the Manitoba wheat supply has a great influence upon the American wheat markets, and is increasing to enormous proportions. Although the season was dry this year, the harvest now going on is very good, the grain being as fine as any yet produced. The straw was short, and all the sustenance seemed to go into the head. As the straw has to be got rid of by burning in this fertile region, its shortness is regarded rather as an advantage by the farmer. But while the wheat yield is large, it is said that very little profit will accrue to the tillers of the soil, as they are generally in debt to the machine men. Although the farmer lives in most frugal style, in a rude little cabin that will scarcely hold his family and presents small chance for comfort, yet he must have the most improved agricultural machinery. These machines are sold on easy terms of payment by the agents who traverse the country, and show great rivalry to make sales, so that most of the farmers' earnings go to these people until the debts are paid. The Dominion Government, which is the landholder here, encourages settlement by giving away tracts to homestead settlers, the same as in the United States. Thus, much of the land that is eligible is already taken up, while the Canadian Pacific Railway is also a large holder, its lands being in the market. The Railway Land Commissioner, Mr. McTavish, has an extensive office in Winnipeg, with complete surveys showing the peculiarities, soils, and other features of the lands, and says that considerable amounts are being sold at from \$5. to \$10. an acre.

To open this great prairie, as already stated, various branch lines have been constructed in different directions from Winnipeg. The most extensive of these branches stretch towards the westward, and carry out an elaborate plan, whereby the region will be traversed by parallel routes located 20 to 30 miles apart, with other branches some distance westward from Winnipeg joining them again with the main line. This process of extension is going on upon two railways to the southward of the main line, one skirting the United States boundary, while a friendly company, the Manitoba and North-Western Railway, is constructing another parallel road some distance northward of the Canadian Pacific main line. This will give the great prairie ample railway facilities for a breadth of 100 to 150 miles, with prolongation indefinitely to the westward. Some of this enterprising railway construction is in advance of much settlement, but it shows its advantages by bringing the new settlers in. One of the Canadian Pacific branches has been pushed westward 85 miles, and another, which goes along the southern part of the province just north of the international boundary, 188 miles, and both are still building indefinitely westward. I made a journey to the end of the latter road, which passes through the most fertile portions of Southern Manitoba. It is laid out upon the prairie, at first southward towards the United States boundary, and then, turning westward, on a route near the border. Its whole line, with the exception of a few miles, is laid upon the level, treeless prairie, over which the sight is only limited by the horizon. The Pembina Mountains, a series of rounded hills, covered with small timber and much brush, break the continuity of the surface for a time, and among and near them the railway crosses the Pembina River, the gradient rising at this point

probably 300ft. from a lower to a higher terrace of prairie—for, strangely enough, this great flat region is at different levels. The road crosses several watercourses, all seeking outlet in the Red River, and small towns have sprung up along the line. The country nearer Winnipeg is but sparsely settled, but beyond that the settlement is more general, and the many wheat-stacks and large herds of cattle show that the farmers are quite successfully pursuing their avocation. I was surprised to see the extent to which cattle-raising is carried on, and was informed that for 50 miles beyond the end of the line the population was large and the settlement general. The soil after leaving Winnipeg was black and sticky, but in the more remote portion it has an ashen hue. The stickiness of this soil makes locomotion difficult in wet seasons; but then, as Archbishop Taché shrewdly puts it, this should be no cause for complaint, because the "stickiness makes 40 bushels to the acre." The farmers along the line having cut and stacked their wheat, awaiting the threshing, were mostly engaged in ploughing to prepare for the next crop. We went to Boissevain, the terminus of the line, 188 miles south-west of Winnipeg. This is a brand-new town of small size but great expectations. It has an hotel, a store, and two or three shops; but a considerable portion of the inhabitants were yet living in tents, not having had time to build their cabins. Beyond the town, out on the prairie, the railroad builders were at work, and said they expected to put down 20 miles more of line before stopping operations for the season. Railway building is an easy operation in this flat country if the materials are brought in, for they have to come a great distance. It consists of setting out a line of stakes, throwing up the earth from each side of the line towards the centre, and then putting down the ties and rails. After a while the road gets thoroughly ballasted and settled, when it makes a good level piece of work. Considerable trestle bridging is required, as there are many streams and lakes. It is astonishing how quickly the little villages along the lines of new railway grow up into towns, with their great elevators standing up like landmarks in this vast level plain that, it is said, has room enough and fertility enough to support 20,000,000 people.

No visit to this interesting region is complete without crossing over Red River from Winnipeg to the suburb of St. Boniface, the home of Archbishop Taché. There are two men of Winnipeg who, by their personal merits and a long course of wise actions for the benefit of this region, have become pre-eminent in their influence over the people of the Canadian North-West. Sir Donald A. Smith, whose Winnipeg home is at Silver Heights, on the banks of the Assiniboine, was for many years the head of the Hudson's Bay Company in this country, and his influence over the people in the wide domain extending from the boundary to the Arctic circle and from the great lakes westward to the Rocky Mountains has been very marked. Archbishop Taché, whose province extends all over the same wide territory, is the revered spiritual adviser of the French and Indians, and also a sage counsellor for the whole country. These two men for a long period have been a reliance of the Government in dealing with these remote peoples, and they were mainly instrumental in settling the original troubles in Manitoba which resulted in its being made a Canadian province. Riel very properly objected to some suggested modes of settlement, because, as he said, the people of this region desired to be equal to and not subordinate to Canada; they did not wish "to be the colony

of a colony." Crossing over the substantial bridge spanning the Red River between Winnipeg and St. Boniface, the attractive cathedral is in full view. The river sweeps grandly around from the west to the north, and on the edge of the outer bank is a road. A plain white fence borders this road, with foliage behind it, from among which stands up the Cathedral of St. Boniface, with its tall, shining, tin-covered spire, a reproduction of those seen on the Lower St. Lawrence. Above this is the large, square nuns' building, which is a school of the Sisterhood of Gray Nuns from Montreal, and adjoining it is their convent. Below the church, embosomed in trees, stands the modest residence of the Archbishop, a low, square-roofed house, yet comfortable in its appointments. St. Boniface College is behind. The buildings are constructed of the cream-coloured stone found near by, and which is used so extensively in Winnipeg. The church is of modern build, erected in 1860, to succeed the original church then burnt. It has a famous chime of bells, first sent out from London to the old church, destroyed when the church was burnt, the fragments collected and sent back to London for recasting, again sent out, and, after meeting various mishaps, finally safely brought overland by ox teams from St. Paul on the Mississippi river. They are known here as the "travelling bells of St. Boniface." But the most interesting part of the place is the grave of Riel in the churchyard. It is a flat grave enclosed by a plain wooden fence, with a cross, also of wood, stuck in the ground and bearing the words "Louis David Riel," without other mark. His widow, who recently died, is interred alongside without any mark, and, in fact, the graves show no evidence of any care being taken of them. The death of Riel by the extreme penalty of the law, while still a cause of great irritation among the French of Lower Canada, has probably ended all prospect of French half-breed domination in any part of the North-West, where the English rule, mainly through the instrumentality of the Canadian Pacific Railway, has now established its supreme authority.

#### X.—OPENING A NEW COUNTRY.

##### BINSCARTH, MANITOBA, SEPT. 3.

The fertile and attractive province of Manitoba, over which we have been going, extends westwards from Winnipeg about 188 miles by an air line to the boundary of the North-West Territory. By the winding line of the Canadian Pacific Railway the distance to this boundary is about 211 miles west from Winnipeg. The land for the whole distance is a prairie, sometimes rolling, but presenting throughout the same characteristics of rich fertile soil and the ability to support an almost limitless population. This great wheat-growing and cattle-raising prairie west of the Red River valley is the country to the development of which the best energies of Canadian statesmanship are now directed. The method of doing this in practice I have partially explained in describing the new railways that are being extended through Southern and South-Western Manitoba. But probably the best exhibition that can be given of the restless spirit of enterprise that animates the pioneers on the Canadian frontier and the capitalists, both in this country and in England, who furnish the means for carrying out the vast plans of colonization and settlement that are entertained for the new country is shown in the construction of the railway that is going through North-Western Manitoba to the wilderness beyond. We resume our

journey westward from Winnipeg upon the Canadian Pacific route over the level prairie northward of the Assiniboine River. It is a monotonous, treeless expanse whereon large cattle herds are roaming, patches of the grass having been burnt over, and, after traversing 50 miles, we come to the village of Portage La Prairie, having about 2,000 inhabitants. In olden times the Indians, and afterwards the voyageurs of the Hudson's Bay Company, had a portage here across the prairie from the Assiniboine River about a dozen miles to Lake Manitoba, thus reaching a vast inland navigation leading far northward through the Saskatchewan River. The country for a long distance around Portage La Prairie is a section of good farming and long settlement, the old trails through here having brought inhabitants before the railway was thought of. The thrashing is going on in all directions, there are large cattle herds and every evidence of agricultural thrift. The farmers live in good buildings and have extensive shelters with straw-thatched roofs for their animals, this not being found to any extent in Southern Manitoba. The whole country seems to be under cultivation, the fields being fenced and rotation of crops practised, wheat, oats, and root crops varying with grass. The lands are quoted from £2 to £4 per acre. There is a considerable Indian village, numerous Sioux living in their wigwams at the edge of the town, the braves, however, having donned the clothing of the white man. There are also wheat elevators for the reception of the crop and storage until shipment, and a flour mill, the people having learnt the economy of making their own flour out of their own wheat. A brewery also flourishes at Portage La Prairie, which is said to have more orders for beer than it can fill, showing, as they told me, the advanced civilization of the people. From Winnipeg and the Assiniboine there is laid out the famous trail to the North-West through Portage La Prairie, that leads far away to Edmonton and Prince Albert on the Saskatchewan River, some 500 miles distant in the North-West Territory. This trail or road, at first for the Indians and afterwards for the freighters and traders, is now being superseded by the railway constructed by joint Canadian and British enterprise. It takes no small amount of energy to build a first-class railway through an almost unexplored wilderness, but knowing that this route led into a country of great fertility this road has been undertaken.

The "Manitoba and North-Western Railway" has been laid out north-westwardly from Portage La Prairie towards Prince Albert, following in general the route of the trail above mentioned, and already the construction has proceeded to the western boundary of Manitoba. This company was originally started by the late Sir Hugh Allan, of Montreal, and his family and relatives are now its chief promoters. At the close of the present season the expectation is that 180 miles will be completed, including the difficult crossing of the Assiniboine River, at the western boundary of Manitoba, and its confluent streams, and to-day 150 miles of the route are actually completed and in running order, with the grading about finished to the termination of the new line contemplated for this season. The intention is to continue building the railway at the rate of about 50 miles annually until Prince Albert is reached. The Dominion Government encourage this enterprise with a subsidy of 6,400 acres of land for each mile completed, and the company has negotiated a loan in England at the rate of \$14,000 per mile (the mortgage also including all the equipment

and the unsold lands) at 5 per cent. interest for five years, and afterwards at 6 per cent. The proceeds of lands sold go first to meet interest and afterwards for the redemption of the principal of the debt. The present issue of this loan is £390,000, and enough lands are already sold to pay this year's interest. To examine the method of opening the new country I went on this line out to the end of the track. The route begins at Portage La Prairie, and is laid upon the level prairie south of Lake Manitoba, following up the valley of a stream of exceeding perversity and crookedness which is an affluent of that lake and is known by the not very taking title of the White Mud River. The channel of this stream is being dredged up to the railway so that navigation may be carried on connecting the railway with the lake and its extensive system of interior waters, this improvement being a Government enterprise. The first station of importance on this new railway is named Gladstone, standing on the White Mud River some 1,400 miles from Montreal. It is a village of about 70 houses, and has a weekly newspaper, it is said of decided Tory proclivities—the *Gladstone Age*. The original name of this nearly new town was Palestine, but the popular feeling was so strongly shown against this cognomen that Gladstone was substituted. It has a fine station and refreshment room, a big water tank, and the most vigorous windmill on the line was engaged in doing the pumping when we passed along. It will probably be gratifying to Mr. Gladstone to know that one Manitoba wheatfield at his town has this year produced a crop averaging 55 bushels to the acre. The general average of this region, however, is about 25 bushels this season, though the grain is unusually heavy, weighing 62lb. to 65lb. per bushel.

The route beyond Gladstone passes into a wooded region, and goes through the County of the Beautiful Plains. There is upon the surface of the country a most unusual formation. A broad, level, grass-covered plain stretches northward as far as the eye can see, bordered upon either hand by timber, one side being poplar and the other side chiefly oak. The rows of timber are about 2,000 feet apart, and this stretches northward, it is said, for 40 miles. It looks like a broad race-course cut out of a low forest, and was formerly a favourite resort of the buffalo. The land is poor and the soil chiefly gravel. The railway traverses this plain for about three miles and then by a bend leaves it, suddenly going into an entirely different region of rolling wooded prairie developing far to the northward into the heavily timbered ridges of the Riding Mountains, which loom up at the horizon. This is a fine country, with rich soil, and one of the best wheat-growing sections of Manitoba. The settlements are frequent, and we come to the little station of Neepawa, which in the figurative language of the Cree Indian signifies "abundance." This is a small village set on the side of a hill, crowned by the most pretentious building of all, which we are told is the Court-house. At almost all the stations there are tall grain elevators ready to receive the wheat crop of the country, each elevator bearing the name of its owner in huge letters that can be seen for at least a mile across the prairie. Ogilvie, the enterprising miller of Montreal and several other towns, has the most of these elevators thus dropped among the Manitoba wheat-fields. The railway ascends heavy grades towards the more remote but higher table-lands of the North-West and approaches the Little Saskatche-

win River. The town of Minnedosa was located in this region before the railway came along, the fact that the North-Western trail crossed the river ford at this place gathering two or three cabins. The railway came through in 1883, and the little settlement has expanded to a town of a thousand people, which is steadily growing. These far north-western rivers pass through the prairie in deep gorges, and it has taken skillful engineering to make this crossing. The railway builders search the country adjacent to the rivers for a long *couée*. This is the scoured out valley of an extinct tributary stream, and by availing itself of the notch thus cut into the side of the gorge, which sometimes extends for miles away from the stream, the railway route is successfully carried over. The Little Saskatchewan River is a narrow and winding stream, subject to heavy freshets, and it brings down a vast number of logs to give occupation to the Minnedosa saw-mills. The town is set in a basin, surrounded by an amphitheatre of hills, and as the railway rises again on the other side a grand view is given over the river valley and the town below. The railway climbs up the grade to an elevation of about 1,500ft. above the sea to get upon the higher table-land beyond, the route being carved out of the hillside composed of much gravel and boulders.

There are little lakes upon this elevated prairie, and wild birds abound, for the sportsman has not yet done much in this remote region to disturb them. The shooting is very good—ducks, geese, plover, grouse, prairie chickens, snipe, and other birds being abundant. There is considerable settlement here, mainly by emigrants from Ontario province, with some Germans and Scandinavians, and the omnipresent Scotch, who are the most persistent developers of the new country. We reach Shoal Lake, where the train obligingly halts long enough for one of our companions to go out and shoot a wild duck. This is a beautiful sheet of water about six miles long, where a hotel is to be built to make the great summer resort of the far North-West. A site has been selected in a pleasant grove near the shore. This lake is elevated about 1,700ft., and the railway, which came along last year, has made near by a representative village of some 100 people, just ten months old. As no town, however small, is without its weekly newspaper in this enterprising country, I called upon the editor of the *Shoal Lake Echo*, started in May last, and found that he combined in himself the editor, compositor, and pressman, and was also the architect and builder of his newspaper office. He had a circulation of 300 copies at 6s. a year in the country round about, and was happy. This new little town and its dependent region expect to give the railway 100,000 bushels of wheat to export this season, and the managers say the whole section the railway serves will produce about 1,000,000 bushels from the very good crop just harvested. Thus we run out along this railway, and finally get upon the new track which has just been laid and is still unballasted. Moving carefully down another *couée*, we cross the valley of Bird-tail Creek, an affluent of the Assiniboine, and beyond this go up to the top of the hill again to the station for the village of Birtle, which has 500 people living down in the valley along the creek. Here is one of the Dominion Emigration offices, and shelter sheds for the arriving settler who has no place for temporary refuge. Next there comes difficult engineering to carry the line across the Assiniboine and two or three streams that flow into it. Broad. riv. and

rather startling timber trestle bridges carry it over deep valleys, and these difficulties of construction unusual in a prairie country make it a costly line to build. The engineers take the road over the Silver Creek, a deep valley, by a ponderous and trestle bridge, and as they are then at an elevation of nearly 700 ft. above the Assiniboine river they seek a long *coulee* to carry the line down. It is through this, Johnson's *coulee*, that the builders are now working, and we go out over the unballasted rails that have just been laid upon the newly graded surface, the train giving a peculiar roadway sensation as it slowly moves out to the railway builders, and approaches what is known as the "end of the track." Here we halted for the night, sleeping in the railway coaches near Binscath with the fresh breezes fanning us upon this remote border of north-western Manitoba, 1,633 miles west of Montreal.

Thus are railways opening up the new country, and in the morning we started out to see how they worked at constructing the new line. The long and winding embankment for the railway was cut into the hillside of the *coulee* as far as eye could see, gradually descending to the Assiniboine, which flows through a broad and deep valley worn into myriads of fissures by these abandoned stream-beds which run in every direction, while great bare round-topped hills rise high above. The brown grass and the steep and rounded formations give the scene much the appearance of a bit cut out of the Scottish Highlands. We passed Johnson's little cabin and saw him milking his cow, an Englishman who had not long ago come out to settle in the new country, and gave his name to this great *coulee*. Then, as we moved along down the ravine the various processes were seen that contribute to complete a new railway. We had come from the end of the unballasted track, and in a sheltered nook found the temporary village of part of the railway builders, who were encamped in tents like an army. There were ox-teams, wagons, and horses in large numbers, busily at work unloading ties and timber from the construction train just ahead, to carry them forward to the builders. In this veritable Arab village they said they were getting good living, as supplies were abundant and cheap, beef costing but 3d. to 4d. per lb., butter 6d., eggs 5d. per dozen, and milk 2d. per quart. The end of the telegraph wire was carried into one of the tents to make a temporary office, while beyond the poles were being set up and the wires stretched for a further extension of the line. Passing the construction train, which was sending a steady procession of teams forward with timber and ties, we came upon the "spiking gangs," who were fastening the newly-laid rails to the ties, and then in front of them to the "rail-layers," who were moving their carload of rails forward and carrying out rail after rail on each side to lay upon the ties, which stretched out in a long row before us. At some distance ahead, the end of the row of ties was reached where men were arranging more of them in order, from the piles which the teams deposited at the roadside. In advance of this there was only the graded line, with frequent little bridges and trestles which the carpenters were completing. Then further on were pile drivers setting the piles that were to give secure foundation for more trestles, and, finally, we came to another village of tents, where a brigade of men were building a huge trestle 800 feet long. The railway had been laid out along the *coulee* for several miles, and now at a favourable point turned to cross it by this great trestle

bridge. Beyond, the engineers were adjusting the surface of the grade, which still proceeded downward towards the Assiniboine. We drove along the rough and uneven hillside road, worn into ruts by the teams, at times in danger of slipping down into the railway cuttings, and finally came out of the *coulee* to a point where there was a good view over the wide valley of the Assiniboine, furrowed with knolls and fissures, stretching far away on either hand, with the edge of the table-land high above us. It is a small and tortuous stream, chiefly employed to bring logs down to a saw-mill busily at work in the valley. The foliage is just beginning to show the autumn tints, and the dying grass has turned brown from the drought that covers all the roads with dust. Far away on the other side of the river, the railway grade can be traced, climbing up the hillside to get out of the valley again, the grading forces being at work beyond.

Such is the process of railway building on the remote borders of this new country, the graded line being laid out considerably beyond the boundary into the North-West Territory, and several hundreds of men being busily at work. This crossing of the Assiniboine, and the difficult approaches to the deep valley worn by the river from the elevated table-lands on either side, it is said will cost £200,000 to construct, although there are no rock cuttings. We turn back and drive up to the tops of the hills, seeking the famous farm of Binscath. On the way, lakes are passed with sedge edges, and we stop for a little shooting. They team with wild ducks and several are bagged, also a prairie chicken or two. Everyone in this country takes his gun when he gets about, and thus varies the time with a little sport. Reaching the farm, which belongs to the Scottish Ontario and Manitoba Land Company, an elaborate establishment is found, with large herds of valuable cattle, sheep, and pigs, and about 4,000 acres under cultivation or used for cattle ranges. The wheat crop just harvested averages 40 bushels to the acre. The thorough-breds have taken frequent prizes, and, in fact, are the most valuable herd in the North-West, there being 260 of them, mostly pure Durhams. This establishment has all been made in the past four years, the company owning 30,000 acres of land and having invested in land and buildings \$135,000. They have complete buildings for the farm, and are making a great impression upon the neighbouring country by their success as cattle-breeders. The colony at the farm are Ontario people and Scotch. There is to be established here next season one of Dr. Bernardo's Homes for Destitute Children, 200 boys being sent out from London to learn farm work. This enterprise is promised \$1,000 bonus by the local Government and 2,000 acres of land, and it is thought will do much good by providing farm labour where it is greatly needed. All these results have been accomplished by stretching out the railway into this attractive and fertile region, where pretty much all the lands are already taken up. In fact, the frontier has been removed far beyond by the anticipation of more railway building. The location of the route into the North-West Territory has caused settlers to flock thither, and thus when the Manitoba and North-Western Railway has been pushed to completion to its present intended terminus at Prince Albert, on the North Saskatchewan River, nearly 500 miles from Winnipeg, it is probable that the onward march of settlement may then tempt its enterprising builders still further to extend the line, until it reaches the hyperborean regions up by the Arctic circle.

XI.—ENTERING THE GREAT NORTH-WEST TERRITORY.

INDIAN HEAD, NORTH-WEST TERRITORY, SEPT. 6.

In progressing westward through Manitoba and beyond there is the sharpest contrast seen between the old systems that prevailed in this country and the new methods introduced by the advent of the railway. Then the Hudson's Bay Company was the ruling power, and its stores and transportation routes and lines were almost the only means of trading, freighting, and travel. The whole region was closely kept by the traders, the settlements being sparse and the knowledge of lands and availability that escaped outside being but meagre. Few people ever attempted to pass the Chinese wall thus in effect drawn around the North-West Territory, and as a result little population ever came in, and had it not been for the change in transportation and trading methods, it would have remained thus until this day. Perhaps it was a shrewd business policy in the Hudson's Bay Company to thus jealously preserve its lucrative trading monopoly, but it was not a very good thing for opening the country. The sale of the company's sovereignty and most of its lands to the Dominion some 18 years ago prepared the way for undermining the Chinese wall, and the coming in of the new railway three years ago threw it down altogether. This made a wonderful change in the transportation and trading systems, and has caused the entire region to be overrun by prospectors and land buyers, so that settlement is becoming general, and little villages are springing up at almost all the railway stations westward from Winnipeg; for a long distance. The Canadian Pacific Railway main line passes through Manitoba across the prairie west of Winnipeg towards the valley of the Assiniboine river, the surface gradually changing from a dead level to rolling land. At Brandon, a town of about 1,800 people, largely settled by English colonists, the Assiniboine is crossed. This town is the centre of a prolific wheat-growing section. The railway reaches the western limit of Manitoba at a point about 211 miles from Winnipeg and 1,634 miles west of Montreal. Near here is a little station called Fleming, named in honour of Sanford Fleming, formerly engineer of the Canadian Government railways, and always a strong advocate of these improvements, who is now director of the Canadian Pacific line.

A pleasant drive of 45 miles across country from the unfinished end of the Manitoba and North-Western Railway towards the south-west took us to the Canadian Pacific road again at the little station of Moosomin, a village of probably 300 inhabitants, a short distance beyond the Manitoba boundary. This trail between the railways crosses a level prairie generally without trees, and has to traverse the broad valley of the Assiniboine, which is scoured into great ravines and fissures, between which flows, across the level floor of the depression, a narrow and crooked stream. The view from the edge of this deeply-carved valley is very fine, its timbered sides giving it a greener hue than the brown moors of the bordering prairie, parched by the summer drought. The Qu'Appelle river, which attained notoriety during the rebellion last year, flows in from its deep tributary valley some distance to the northward, while off to the south, towards Brandon, the valley appears to widen and the hills become lower. In the foreground at

the top of the precipitous hill are the white and grayish buildings of the Hudson's Bay Company's post of Fort Ellice, its storehouse being down alongside the river. Here the great North-Western trail crosses the Assiniboine by a rude rope ferry, and here in former times came the company's boats from Winnipeg, some seven hundred miles by the crooked river, to land the large amount of supplies which Fort Ellice distributed to the North-West Territory. We went down into the valley, across the ferry, and climbed the hills on the opposite side to the Fort, which the changed systems introduced by the railway have reduced to the spectra of its former self, and then we went on over the miles of brown prairie among wheatfields and farm-houses and stretches of sand barrens, with an occasional shot at a covey of grouse, to Moosomin and the railway again. Fort Ellice gave the impression of a place that had become somewhat seedy, its day having gone by. A half-dozen low buildings of timber and plaster are distributed around a quadrangle with a flagstaff out on the river bank in front. The trader at the post had a small store with few customers, and the other houses and stables were rented for an inn, though the travellers are scant in number. Not very long ago this was a valuable trading post, and the scene of great bustle, when the boats came, and the wagon trains were started off, and scores of the strange Red River carts, drawn by oxen and built all of wood, without a scrap of iron in their composition, were on hand to fetch away supplies. But now all is changed. Winnipeg no longer assembles at the Fort Gerry landings to see the fleets of boats depart for Fort Ellice; but, instead, the enterprising Winnipegger of to-day goes to the railway station to see the moving processions of freight cars and coaches, and hear the railway servan's shout directions to the passengers. Then a week's notice could be given of the annual departure of the fleet of boats; but now, in the rapid railway development of this new country, the guard's instruction to his passengers on arrival of the train at Winnipeg is expected before long to be expanded into something like this:—"Winnipeg; ten minutes for refreshments; change cars for Vancouver, New Orleans, Montreal, Chicago, Hudson's Bay, Sitka, Pekin, and Yokohama." This will realize the moderate ambition of the Manitoban of to-day.

Having entered the North-West Territory, we resumed the Canadian Pacific railway journey towards the setting sun, through the province of Assiniboia. The line is laid across the level prairie, and here we first encountered the "mounted police," who are the standing army of the far North-West. These neat and trim cavalrymen in their scarlet uniforms and top-boots maintain order throughout the Territory, and were of great service during the late rebellion. They enforce the excise regulations, there being a prohibitory liquor law in this region, and all arriving trains are inspected to guard against the clandestine importation of spirits and beer. At present there is an agitation to have the law relaxed so as to admit beer. We are in the Indian land, and the Sioux and Crees from the numerous reserves near the railway come out to the stations to exhibit themselves and see if anything of value to them will turn up. They are a sorry lot generally, and although the Government feeds them while on the reserves, they love to wander away and put out their teepees or wigwams on the prairie, where they catch the gophers and dig up buffalo-root, and on this fare manage to subsist. Some of them I am told, especially the Sioux, have shown quite an in-

effort to work on the farms, being very anxious to thus earn a little money, being paid about 3s. a day. There is but little attractiveness among them however, and their numbers dwindle. It is not far from Moosomin that Lady Cathcart's colony of crofters is established, and they are said to be getting on quite well. Count Esterhazy has also placed in this region large numbers of Hungarians, and expects in his comprehensive emigration movement to bring out as many as 20,000. The westward route of the Canadian Pacific railway is laid across the prairie to the southward of the deeply carved and broad *coulees* made by the Qu'Appelle river. The prairie far away to the south-west at the United States boundary rises into Wood Mountain, which is a broad ridge of 3,400 ft. elevation. The lands of Qu'Appelle valley are a rich wheat-growing section, and the Hudson Bay Company has a post at Fort Qu'Appelle, with a large Indian reserve near by. This is a trading post and not a military station, and the railway passes some distance to the southward.

While journeying along over the prairie there passed us east-bound a train of freight cars laden with tea, on the through route from Japan by way of the Canadian Pacific to the Atlantic seaboard. This tea trade is an important matter for the railway, and is working a great change in the route taken to fetch teas and Japanese goods to Lower Canada and New York. I had an interesting conversation with Mr. Everett Frazer, of Frazer and Co., of Japan and China, who are the agents transporting these tea cargoes and kindred goods. One ship's cargo, numbering 20,000 packages, has already been passed over the railway in 47 days from Yokohama to Montreal and 49 days to New York. This cargo required 50 freight cars to transport, and about half of it was left in Canada for consumption, while the other half went to the United States. The trains made the distance between Vancouver and Brockville, Canada, where the tea is delivered to the United States railways, in 137 hours. A second ship, with 30,000 packages of teas and other goods, arrived at Port Moody a few days ago, and the train passing was carrying part of her cargo, thirteen cars laden with teas. The entire consignment will occupy five or six through trains. Three other vessels, with 50,000 packages, are crossing the Pacific, the two cargoes being of an aggregate value of £400,000. A sixth cargo is now being arranged for, the intention being to start the ship from Shanghai, calling at Japanese ports. The delivery of this freight is accomplished ahead of the other transcontinental routes by moving the tea trains at a speed of about 20 miles an hour, which, added to the fact that the line across Canada is the shortest, gives the shipper much advantage. Compared with the Suez Canal route, the saving in time to Montreal and New York is 25 to 30 days, besides the advantage of avoiding transshipment at New York, which saves both expense and damage. The freightage to the railway is about £100 per car, making £25,000 or more for the whole shipment *en route*. The distribution for the Western States is made from Winnipeg by the railways leading southward, while the Eastern consignments, as above stated, are delivered at Brockville, on the St. Lawrence, just below Lake Ontario, whence they pass to the New York Central railway system. This is the early development of a new trade route half-way around the world that may become very important.

It is on the rich soil of the Qu'Appelle Valley that the Canadian Pacific Railway passes for

ten miles through the "Bell Farm," which is believed to be the largest farm of contiguous territory in the world. It covers a surface of about 100 square miles, a few sections of school lands in parts of the tract, however, not being owned by the company. In the centre of the farm is the railway station of Indian Head, so called from a curious hill on one of the Indian reserves near it on the southward. This is about 1,720 miles west of Montreal, the lands having been carefully selected before the railway was built, but in anticipation of its construction, the route having been then located. This great farm contains 53,387 acres, bought from the Canadian Government, the railway, and the Hudson's Bay Company, so that there were thus obtained all the sections in the tract. The company was incorporated in 1882, by Canadian and British shareholders, the intention being to break up and prepare for cultivation about 20,000 acres, half of which was to be summer-fallowed every year, and at the end of five years to divide the estate into small farms and sell. The original capital was £120,000, and the shareholders have paid up £100,000, while £30,000 six per cent. debentures have been issued. No dividends have yet been paid, as large expenditures have been made according to the original plan, and it was thought best to re-invest profits rather than call additional share payments. The North-West rebellion last year interfered with the farm work, as the teams were all in use for transport service to the remote region where Riel's forces were located, and this year the drought has somewhat curtailed the wheat yield, but it is estimated at about 20 bushels to the acre, the threshing being yet incomplete. There were 5,000 acres under crop this year, and next season about 10,000 acres will be cultivated. Several farms have this season been sold off to newly-arrived colonists, the terms being about 25s. per acre for unimproved land, and £3 to £3 5s. for land that has been broken and back-set and got thoroughly ready for cultivation. The president of the company says that with fair crops hereafter they expect to put aside £5,000 sinking fund annually to redeem the debentures, and pay 8 per cent. dividends, while the disposal of the lands—the larger part of the tract being held on speculation—will give a return on capital account. They have built a flour mill, and expect hereafter to grind all their wheat, thus saving freight charges and being enabled to use the refuse in feeding cattle and pigs, these in future making from their sales an important item in the annual returns. The labour question, formerly an important element, both as to cost and the difficulty of obtaining labourers, has been solved by the employment of Indians, no less than 150 Sioux having this year aided in gathering the harvest. To assist the agricultural prospects of this section it is the intention next spring to open a college in a building just erected at a cost of about £2,400, and to receive pupils, under the name of the Albany College, called after the late Duke of Albany. This will be under the personal supervision of Professor Tanner, so well known in connexion with agriculture.

I made a survey of a part of this great farm, riding over the rich black soil and seeing the threshing processes. The wheat fields, just harvested, stretched as far as eye could see from one point of observation, while in another region the ploughing had turned the black soil over in the process of summer-fallowing, so that the square miles of land to be put down in next year's wheat crop would be ready for early seeding in April. There were 200

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horses, 250 cattle, and 300 hogs on the estate, and the outfit of agricultural machinery embraced 45 reapers and binders, 73 ploughs, six mowers, 40 seeders, 80 harrows, and seven complete steam outfits for thrashing. Major Bell, the manager, is one of the greatest farmers of America, of ripe experience and great ability. He tells me that in working the land, the very careful accounts kept show that it costs about 8s. per acre to originally break up and backset, while afterwards the ploughing for the crop is worth about 2s. per acre. The actual cost of producing wheat, including every expense, with interest on the cost of the land and allowance for wear and tear, is about 20s. per acre. The profit of the farm will consequently depend on the yield. They get about 3s. to 3s. 24d. per bushel at the railway at present, while their freight charge to Montreal is 1s. 6d. per bushel. By turning the wheat into flour, for which there is a good demand in the extreme North-West, the profit is greater, and the refuse fattens the cattle and hogs, which are always in demand. His experience has shown that the proper method of treating this land is by summer-fallowing, so that a wheat crop is raised every second year. He has also divided the estate into farms of 200 acres each, finding this subdivision the best method of economical working, each small farm having its own outfit of horses and machinery, the whole being supervised by foremen, each of whom overlooks a number of these small farms. The buildings and equipment of this great farm are of the most complete character, and it is one of the institutions of Canada. The fertile soil has been found to extend to great depths in the Qu'Appelle Valley, the boring of artesian wells having brought up the same rich black loam as is on the surface from a depth of 300ft. in some places. The wheat belt does not extend a great distance further westward, however, but it is almost beyond comprehension to estimate the ultimate value as a wheat-producer of this vast fertile belt in Manitoba, Assiniboia, and Dakota, which covers a surface about 500 miles long by 250 miles in width. Here is grown the famous "No. 1 hard," which yields the best flour known, and this year has such plump berries that it weighs from 62lb. to 65lb. per bushel. Such is the "fertile belt" on the future development of which Canada bases such great hopes.

#### XII.—THE COMING METROPOLIS OF THE NORTH-WEST.

##### REGINA, NORTH-WEST TERRITORY, SEPT. 7.

The survey we have made of the great fertile belt of Manitoba and the North-West Territory naturally directs attention to the inducements offered by the Dominion Government to settlers. The Canadian homestead policy is a more favourable one than that of the United States. In Canada the head of a family, or any male person 18 years of age, is entitled to a homestead. In the States the limit of age is 21 years. The Canadian entry may be made for any quantity not exceeding 160 acres in any land open therefor, whether within or without the railway belts, the even-numbered sections, comprising some 80 millions of acres, being held by the Government for homesteads or for sale. In the States, within the railway belts, a settler can only get 80 acres for a homestead, while the pre-emption system has been abolished. Canada, however, permits the settler to pre-empt 160 acres more. Three years' re-

sidence gives the settler his Canadian land patent, while five years' residence is necessary in the States. Canada permits a second homestead entry, but this is not permitted in the States. The Canadian system also allows commutation by purchase after one year's residence. I find, after considerable observation and inquiry, that the chief settlers in this region come from Ontario and are of Scotch descent, while many Scotch also come over from the old country. There are also some English and Germans. The movement is not large, but is a steady one, each railway train bringing in families or prospectors, who drop off at one station or another and go into the interior. There is also the usual pioneer movement seen in new countries, where restless folk settle on the frontier, and, as it moves ahead, progress with it. They pride themselves on being in advance of civilization, and may in the course of a few years, by successive westward stages, start a half-dozen new settlements. It is astonishing to find these people planting themselves in all sorts of out-of-the-way places, remote from any communication, and hence it is that whenever a new railway is projected there are always settlements miles ahead that want it to come along. This new country, however, suffers from drawbacks, and all is not of roseate hue. The long drouth this year has curtailed, and in some cases entirely destroyed, the crops, many fields of wheat and oats being left uncut because they would not pay for harvesting. As one sturdy settler who had been in the bottom lands of Qu'Appelle Valley for the past four years described it, "We have more steady sunshine probably than any other place and too little rain; I am afraid the Rockies steal the rain that ought to come to us." In fact, there had been no rain to speak of in this region for nearly three months until two days ago, when copious showers began falling, and now the rich and sticky soil is almost as bad as the dust was. It clings to one's shoes and becomes so slippery that locomotion is difficult. The temperature, too, which had burnt everything up, being above 100deg. frequently during the hot spell, changed in one night with the east wind that brought the rain to 45deg., and in a few hours the foliage put on its autumn tints.

I am told that the range of temperature here from actual observation has been during the past year from 58deg. below zero in the winter to 103deg. above during the summer. This means both excessive cold and oppressive heat, and the inhabitants complain very much of their inability to keep warm in winter. The great heat and drouth of the summer, by curtailing the crops, have caused much distress among the poorer classes of farmers, many of whom will have to be helped through in some way. They generally have taken up more land than they can care for, and being unable to pay the pre-emption prices are now pleading for an extension of time. Land speculation has been carried on upon these prairies to an excessive degree, and one form of it has been the making of town sites. All along the railway lines are located magnificent town plots planned upon a scale of grandeur that includes broad avenues and public squares, and stretching over much surface. The prices of eligible corner lots are high, and the only thing wanting about them is the inhabitants. Hundreds of these embryo towns are located along the railways through Manitoba and beyond, with a few little wooden houses scattered about, and much intermediate vacancy that can be occupied at high figures that astonish the residents of the older

Canadian cities. Thus are enormous fortunes made — on paper, and thus also are intending settlers of moderate means frequently frightened off.

In our steady westward journey over the prairie we have come to a tortuous little stream, meandering upon the surface towards the north-westward, called most curiously the "Pile of Bones River," or in Indian parlance the Wesena. It flows into the Qu'Appelle River, about 20 miles from Regina, and near it is located this town, which is the capital of the North-West Territory. About half-way over to its mouth a trail crosses, leading far away to the northward, which was travelled by many Indians in the buffalo hunting days, who generally encamped at the crossing to kill and prepare for the winter the animals they had captured. In course of time there accumulated a great mound of buffalo bones, whitened with age, and these gave the name to the stream. The prosaic settlers who have succeeded the Indians have carried off all the bones and sold them for fertilizers down in Minnesota. This prairie, with the pretty Qu'Appelle Valley to the northward, was a favourite haunt of the buffalo, and thousands of them formerly roamed here, so that their skeletons and bones are found in many places, and quite a brisk trade is carried on at gathering and shipping them eastward for fertilizers, the bones fetching about 20s. per ton. The half-breeds who come in for supplies generally bring a cartload of bones with them and trade with the store keepers. It was near the crossing of the Canadian and Pacific Railway over the "Pile of Bones River" that it was determined to establish the capital of the North-West Territory; and here about four years ago the new town was located, and named in honour of Her Majesty the City of Regina, 1,779 miles west of Montreal.

Imagine a section cut out of the middle of the Atlantic Ocean, and set down a few scattered rows of wooden houses upon it, and you will have a pretty good idea of Regina as it looks upon this level prairie, stretching for miles in every direction without a tree in sight. There are probably 300 buildings in the town, which contains 1,000 people, and the most prominent object that looms up as it is approached over the prairie is the railway water tank. The city is laid out on a scale of magnificence rivalling even the usual "spread" made by frontier towns, and the consequence is that the public buildings, unable to get room in the town, are all from a half-mile to two miles away from the place. It has three hotels, named from famous American hosteleries, the "Palmer," the "Grand Pacific" and the "Windsor," but the three put together would not cover a quarter of an acre. It has one newspaper in full operation, with hopes of another. It is all located on one side of the railway, with nothing at all apparently on the other side, where the smooth prairie stretches away into indefinite space. Its railway service, too, is most curious, one passenger train each way passing every 24 hours, both of them in the middle of the night, the west bound train passing at 15 minutes before midnight, and the east bound train at 50 minutes after midnight. This, to some extent, may restrict travel, but it cannot curtail the importance of this north-western capital, which may some day become the metropolis of Assiniboia, as it is now the home of the Governor of the North-West Territory, the meeting place of his Council, and the headquarters of his standing army—the "mounted police." The few streets of Regina are broad, and bordered with wooden side walks, the ox-carts which slowly meander through them being

varied by some lightly painted Indian, clad in a picturesque Hudson Bay Company's blanket, who proudly rides into town on his pony with his squaw, trudging after through the sticky mud.

To the northward of Regina the beautiful Qu'Appelle Valley, now putting on the pretty autumn foliage tints, is carved out of the table-land, a depression of 250ft. to 300ft., nearly two miles broad, across the level floor of which the narrow crooked river wanders at will. A branch railway, the Regina and Long Lake road, runs out to this valley, getting down the grade through a long cañon, and after going about 25 miles distance, ends practically nowhere, being intended at some day to be prolonged beyond Long Lake, a sheet of water about 60 miles long and from one to four miles broad, that lays between the hills south of the river. This railway has been built within a year past, but it has little trade to boast of, as the region around Regina is but sparsely settled. The locomotive carried us out to the end of the track, and there a ranche had been established with 600 head of cattle. The drought had been so severe, however, that but little hay was made, and as it costs £2 per ton the cattle will have to be taken west to winter. This railway carried us to a pretty spot, down on the floor of the valley, with the great scoured and rounded bluffs rising on either hand, but it was a strange sort of road. It had no stations, and the train stopped whenever any one wished to get on or off. There were no points or sidings in the entire line, and the train had to come up out of the valley backwards. Yet several ambitious towns were laid out along the line at places where not a single house was in sight, and had been named for English gentlemen who were shareholders in the company. In the ranchman's house about 500 yards from the end of the line the post office of Craven was established, the postmaster being a salaried official of the Dominion Government, receiving the stipend of 8s. a-year. Just outside of Regina and near the route of this railway, the city cemetery has been established, and contains a few graves fenced about to keep the cattle out. A passenger explained as we went by that the graveyard had not got a good start yet, the town being too young, adding "but it has hopes, mon; it has hopes." This North-Western capital, however, is best known to the world as the place of the trial and execution in November last of Louis Riel, whose grave is in St. Boniface churchyard at Winnipeg. In a little square-built brick court house, set on the edge of the town, he was tried, being brought in every day from the barracks of the mounted police, where he was imprisoned, about two miles out. At these barracks they show the wooden building which is the prison and the little cell where he was confined, and also the gaol-yard, about 30 ft. square, where the scaffold was set up on which he was hanged. Out on the prairie in a little house lives his hangman, Jack Henderson, who now hauls supplies for the post. This half-breed in his relations with Riel shows the ups and downs of life. In the first Manitoba half-breed rebellion in 1870 Henderson was imprisoned by Riel and narrowly escaped death, while in the second rebellion the tables were turned. The residence of the Governor of the North-West Territory is out on the prairie, a low-built but comfortable house on the road to the barracks, and the meeting place of the Territorial Council is also on the prairie away from the town. This strange fatality of getting all the important buildings outside the city also infects the Dominion Land office and the Bank of Montreal,

mother of which are in the built up town. The mounted police, which is the constabulary of the Territory, has extensive barracks in a number of wooden buildings and stables arranged around two quadrangles, the most elaborate structure being the riding school, about 200ft. long by 75ft. broad. There are 180 men at this, the head-quarters post, and about 1,000 in the entire force, which is distributed at various posts throughout the Territory, watching against cattle and horse thieves, patrolling the border, supervising the Indian reserves, and enforcing the excise laws, which are strictly prohibitory, excepting where the Governor may give a permit allowing certain amounts of spirit or beer to be imported or used. This force, made up mostly of young Englishmen, is uniformed much like the dragoons, and their trim figures and scarlet coats, varying with the Indians, give picturesque to the streets of Regina. From the tower of their riding-school there is a good outlook over the prairie, showing a vast expanse of grass-covered level land without a single tree in sight, the wayward "Pile of Bones River" meandering at will across the foreground, while Regina's water-tank and clusters of little houses are seen beyond. Such is the coming metropolis of the Canadian North-West.

### XIII.—APPROACHING THE ROCKY MOUNTAINS.

FOIT MACLEOD, ALBERTA, SEPT. 8.

The broad and almost level prairie of Manitoba and the Canadian North-West Territory stretches westward to the bases of the Rocky Mountains. This great mountain range, as it goes southward, approaches nearer the Pacific coast than is the case in the States, and its eastern verge becomes more abrupt, while the mountains themselves are not divided into so many ridges of peaks, nor are there such extensive foot-hills. Hence the level plains in Canada spread over a much wider territory, and the Rockies rise more markedly from the edge of the table lands. This gives a stretch of prairie over which we have been travelling that is some 15 hundred miles broad to the foot-hills of the Rockies, and it requires, even with swift railway trains, a long time to cross. The eye soon tires of the unchanging, level, treeless expanse, and there is no more welcome sight than the first view of the low snow-capped, rocky ridge seen far away under the setting sun. Westward from Regina the Canadian Pacific Railway passes few places of importance on the prairie. The towns are too young and the settlement of the country too sparse for the little villages to yet show any growth. We cross over a creek at the distance of 1,821 miles from Montreal, which has an Indian name containing 28 letters and almost unpronounceable by the ordinary traveller. The railway has located the end of a division here, and thus made a small settlement. The Indian name translated means "The creek where the white man mended his wagon with the moose jaw-bone," and this has been shortened into "Moose Jaw" as the name of the station. Similarly at another little hamlet made by a division terminal on the railway, the translation of "Saskatchewan" has been turned into "Swift Current," and this names another station on the prairie 1,934 miles from Montreal. When the Saskatchewan River itself is reached and has to be crossed the railway winds down a *coteau* to the bottom lands in the pretty river valley, and this station at the crossing is called "Medicine Hat."

2,683 miles from Montreal, in memory of the Indian conjurer. The intermediate prairie is the 300 miles from Regina to Medicine Hat has nothing to distinguish it from many hundreds of miles more of prairie on either side, for if it is not rolling and undulating, it is a dead level, and there is not a tree to be seen, and the lands are so entirely unoccupied that the sensation of the want of inhabitants becomes positively painful. There are a few lakes and sloughs, with gulls and ducks flying about, the hawks lazily sail along on the look-out for prey, and buffalo bones are scattered occasionally on the surface; but the train moves along for miles without showing any sign of human life. Here is a vast region awaiting population; but, unfortunately, the lands are too poor to attract it until the more fertile regions elsewhere are peopled.

As no progress an occasional shot is made from a car window by some sporting traveller at a passing duck (who escapes harm), and the mounted police (who seem to do most of their travelling on foot) give amusement to the passengers by their searches through the train for violators of the prohibitory liquor law of the North-West Territory. They tramped up and down the long aisles of the coaches, in their scarlet coats, boots, and spurs. This liquor prohibition has the good effect in view of keeping whisky from the Indians. Before it was enforced, "whisky-tinders," who came many miles across country from the States, sold "fire-water" to the Indians in exchange for furs and made enormous profits, while the unfortunate red man was the sufferer. There are many thousands of Indians on reserves in this region, and the strict enforcement of this law does great good. But it is at the same time a general measure, the Dominion Parliament holding that what is good for the Indian must also be good for the white man, and the policemen are paid 2s. a day mainly to enforce this law. It is, however, a rather comical commentary on the prohibitory principle that on the railway the traveller can get all the fluids he wishes when in the "dining-coach," but at the same time commits a deadly sin if he does his imbibing or carries a bottle on any other coach. The governor's "permits" are availed of in the former, the railway management having discovered that a great transcontinental tourist line cannot be successfully run on a prohibitory liquor basis in free America. In the other parts of the trains, however, these good-looking detectives have a keen scent for liquids, and some of them are said to be very good judges of spirits and beer, but they are sometimes nonplussed. I was told of a case on a west-bound train, where some passengers had had lunch just before entering the territory, and when the train stopped at a station they went out on the platform, leaving a partly-empty bottle of Sauterne on the seat. The lynx-eyed policeman pounced upon it, smelt and then tasted, but, having never before seen such a liquid, was unable to decide whether it was contraband. He called in another policeman, who applied the same tests. Still doubting, they consulted the corporal, and then the three sampled the wine, and discussed the perplexing case. They were sure it was neither whisky nor beer, but what it was they could not decide, and giving up the problem, went off, leaving the bottle empty on the car-seat. While mentioning this, however, I must not overlook the fact that if strong liquids are cut off in this remote region, a substitute is provided. They sell out here a strange concoction which is "warranted not to intoxicate" and is known as

"Moose Jaw beer," and this has become a popular drink in the North-West Territory. But I notice that few drink it who have influence enough to secure a permit to get something stronger. Some of the seizures of spirits made by the police are very large, for the contraband trade is carried on extensively, most of the whisky coming in from Montana, and being vile stuff, though often commanding 15s. or 20s. per bottle.

At the flourishing station of Dunmore, near Medicine Hat, or "The Hat" as it is called in this country, we temporarily left the Canadian Pacific line, and journeyed westward over a branch railway to examine another flourishing enterprise which has been started, mainly by British capital, in this far-off land—a coal mine on the verge of the Rocky Mountains. In former days coals for this country cost enormously and had to be brought from Pennsylvania. A few years ago, however, there was found a valuable coal vein, which the Belly river in carving out its deep valley had exposed to view in the bluffs along the shore. The Bow and Belly rivers unite to form the Saskatchewan, and both are the union of a great number of mountain torrents coming down from the eastern slopes of the Rockies. The coal vein was seen in 1879 by Mr. Elliott Galt, a son of Sir Alexander Galt, the well-known Canadian statesman, and a company was formed and a colliery opened some time ago. There was difficulty, however, in getting the coals to market, and last year it was determined to construct a narrow gauge (three feet) railway from the mine out to the Canadian Pacific railway at Dunmore, a distance of 109 miles. The corporation formed is the North-Western Coal and Navigation Company. The railway was built in a few weeks, and the enterprise is quite successful and paying good dividends, about £360,000 being invested in the colliery and railway, the latter having cost but £800 per mile to lay over the flat prairie. This company seems to have a great future, for it is now supplying coals as far east as Winnipeg, where the Pennsylvania coals come into competition, and as the country increases in population the demand for these "Galt coals" will grow. The analysis of the coals, which are bituminous, shows over 64 per cent. of carbon, less than one per cent. of sulphur, and about six per cent. ashes, the remainder being water and gases.

We went out upon this newly-built narrow gauge railway, and found it a well-constructed line across a desolate and uninhabited region, which gradually changed from poor land to a good ranching country as the Belly River was approached. The Government had given a subsidy for its construction of 3,840 acres per mile, amounting to about 414,000 acres, which the company had selected in the ranching region and was beginning to sell to cattle grazing companies at about five shillings an acre. As we progressed westward the first mountain view was obtained, the three "Sweet Grass Hills," 70 miles to the southwest across the United States border, showing their snow-capped summits just above the horizon. Then, as the Belly River was approached, at the young town of Lethbridge, the long stretch of the peaks of the Rockies was seen ahead, rising, as if on the edge of the prairie, a hundred miles away. As we journeyed we crossed the boundary from the province of Assiniboia into the province of Alberta. There were occasional small lakes and sloughs on the surface and good duck shooting, but nobody lived on this vast level expanse until Lethbridge was reached, a busy town of about 1,000 people just on the verge of the steep bluffs bordering the river valley. The surface was

covered with old buffalo trails, where these animals in years gone by had traversed it in their solemn single-file processions to and from their watering and feeding-places. They have now all disappeared, nothing being left but their whitening bones scattered over the ground. It has been but a few years since this region was alive with them, but the Indians, tempted by the price given for their hides either in whisky or trade, waged a war against them that proved to be an extermination, and none are now known to exist in this section. Instances were not rare when an Indian band, following the great herds, were known to kill 1,000 buffaloes in a single hunt.

In going into Lethbridge the height of land is crossed dividing the waters flowing into Hudson Bay from those of the Gulf of Mexico. A shallow *cañon* is passed, which deepens into the tableland both northward and southward, and within a few hundred feet on either side of the railway the waters flow in opposite directions, one stream out through the Saskatchewan 1,500 miles northward, the other by the Milk River to the Missouri and then the Mississippi 5,500 miles southward. The Lethbridge Colliery is in the side of the bluff, down almost at the level of the bottom-lands alongside the Belly River, and mining is easy, though wages are high, colliers making 10s. to 12s. per day, and ordinary labourers being paid 6s. to 8s., because of the difficulty of getting them to come out here. About 400 men are employed at the mine, saw-mill, and railway, making a very busy place up at the verge of the mountains. The coals are to be cut by machines hereafter, and the present daily output varies from 150 tons in summer to 400 tons as winter approaches. The coals are run out of the mine levels and hoisted up the bluffs by an inclined plane rising 230ft. and 2,250ft. long where they are loaded into the railway wagons and sent to market. When taken to Dunmore at the Canadian Pacific Railway they fetch 16s. per ton. A good trade is also carried on at cutting timber, which is brought 400 miles down the Rocky Mountain streams to the saw-mills, and has a limitless market on the prairie. All this thriving industry, including the town itself, is the growth of a single year, and it promises well for the English and Canadian capitalists who have ventured their money so far away from home.

We left Lethbridge and started in a carriage from the end of the railway across the prairie 31 miles further westward to Fort MacLeod. The road wound down the bluffs and forded the swift-flowing but crooked Belly river, and then it went steeply up a deep *cañon* cut into the opposite bank until the tableland was reached. The horses made swift progress over the level prairie beyond, where cattle herds were grazing, for we had come into the ranching country. The strong west wind was blowing stiffly against us, but it was warm and balmy coming through the mountain passes from the milder slope of the Pacific coast. It is this generally prevailing westerly wind which warms this region and keeps the grass green on the cattle ranges, melting the winter snows, and raising the temperature. This is the cause of the increasing mildness as the Rocky Mountains are approached as compared with Manitoba. The wind blew freshly in our faces as we drove across the prairie fording the Old Man's River and following its bank up to Fort MacLeod. This valley is a shallow one, not being much cut into the prairie, and the whole neighbouring surface is stony, as if it had been an ancient river bed. The fort, which is a station of the "mounted police," was originally

built on an island in the river, but the wayward torrent began washing it away, and compelled removal to higher ground on the mainland. The town has about 500 people, and the strong winds blow all the soil away from over the pebbles and boulders underlying, so that the main streets are very rough highways. The "mounted police" post has about 100 men, and there are 40 more at Lethbridge, mainly to watch whisky traders and preserve order on the large reserve of the Blood Indians on the Belly River, near the Battos to the southward. This reserve, which is presided over by "Red Crow," has about 3,500 Indians, and in the various reserves in this region there are about 7,000, all different bands of the great Blackfoot nation, of whom the redoubtable "Crowfoot," who lives up on the Canadian Pacific line at the "Crowfoot reserve," is the head chief. Fort MacLeod, which, however, is not a defensive work but only a barracks, was established about 12 years ago, and soon became a centre of the ranching business; the cattle men coming up here from Montana, and thus making it an essentially American town. The cow-boy is in his glory here; American money is the chief circulating medium; the *Fort MacLeod Gazette* is published as the weekly organ of the ranchmen, containing a pageful of their "brands"; and a great horse and cattle exhibition is being prepared for to show the enterprising spirit of the people. There are large stoves and comfortable little hotels, this community having been established 2,223 miles west of Montreal, before a railway route was thought of, its base of supplies and communication with the outer world being at Fort Benton, over 200 miles away on the Missouri River, in Montana. It is a wealthy place, too, the ranchmen being lavish in their expenditures; and it stands as the frontier outpost of the Dominion on its south-western border, although, happily, Fort MacLeod in these piping times of peace has no military duties to perform.

#### XIV.—THE RANCHING REGION OF ALBERTA.

##### CALGARY, ALBERTA, SEPT. 10.

The south-western portion of the province of Alberta and its level plains and many river valleys lying along and eastward of the foot-hills of the Rockies contain the great cattle-ranges of Canada. The grass is greener and the water purer than on the prairies to the eastward, and the hills and valleys for many miles are patrolled by the herds of cattle and horses. This industry began as an overflow from Montana, but the American ranchmen found that the Alberta climate was milder, and many of them have been moving their herds up here. The extensive Indian reserves, which the Dominion Government had to supply with liberal rations of beef, also made a good home market, and this, too, was attractive. The Dominion policy in leasing the public lands for cattle-ranges is a liberal one. As many as 100,000 acres may be included in a single lease, an annual rental being paid of one halfpenny, recently advanced in new leases to one penny per acre, and the term running for 21 years. The lessee in three years is to place upon the land one head of cattle for every ten acres, and maintain that proportion throughout the term. There is also a strict prohibition against sheep-grazing in the southern part of this cattle-ranching district of Alberta. It is thought that ultimately, when

matters on the broad Canadian prairies are adjusted by a sufficient increase of population, all of the district east of the cattle-ranges will become a sheep-raising country, as far almost as Regina, near which the wheatfields begin. According to the latest Government report, there were 2,938,670 acres in Alberta leased for grazing-lands to 58 ranching companies and individuals at the close of 1885, and the Dominion received for that year \$20,342 rental, the rent then being but a halfpenny per acre. The income is expected to be doubled this year. The whole district at that time contained 40,636 cattle and 4,813 horses so far as reported, but the lists are incomplete. There were several large companies holding leases, the most prominent being the British American Rancho Company, the Halifax Rancho Company, the St. Claire Rancho Company, the Cochrane Rancho Company, the Oxley Rancho Company, and the Walrond Rancho Company, and several individuals were also large cattle-rangers, British capital being liberally invested. During the present year there has been a liberal movement of Montana and Oregon cattle into this country, and large herds are on the way from Texas. Owing to the better grass and other advantages, also, some of the large Montana herders are moving their cattle to the Canadian Pacific line for shipment in bond to Chicago, preferring that to the Northern Pacific Railway, which passes to the southward of their ranges, on account of the better grass en route. There are 10,000 head to be thus shipped eastward from Maple Creek in October, which are now on the way. It is difficult to get an accurate statement of the present number of cattle in this district, but good judges estimate it at about 100,000 head, of which 25,000 came in from other regions this year.

The ranching district of Alberta, south of Calgary, contains by a rough estimate about 4,000,000 acres of lands adapted for cattle-ranges. The region extends southward along the eastern verge of the Rockies from Calgary to the United States boundary, and spreads eastward probably 50 to 100 miles from the foot-hills. It is divided by the valleys and watercourses into four districts—Pincher's Creek, which extends west and south from Fort MacLeod; Willow Creek, which embraces the valleys on either side of the Porcupine-hills for some 50 miles northward and eastward from Fort MacLeod; the High River district, which is north of the last, and embraces the valley of Mosquito Creek and High River; and the Calgary district, which spreads along the Canadian Pacific Railway, and is mostly composed of new ranches stocked since the railway came along and opened that territory. Fort MacLeod and Calgary are the two centres for the ranchmen. It is stated by experienced cattle-men, who have been all over the cattle-grazing districts of the West, that this eastern slope of the Rockies is the best of all, furnishing the most and best grass and purest water, and that for the distance of 150 miles from the boundary northward to the railway it is a region of especial adaptation to the cattle industry. Hence the establishment here of the numerous ranches in the past few years, which the Dominion Government has taken great pains to encourage by admitting cattle to stock them from the United States free of duty. As there has been such an influx of Montana cattle northward, however, this liberal policy ceased on September 1, when the import duty of 20 per cent. was again levied. There have recently come into this region from the United States the entire herds of the Powder River Cattle Company, 5,000 head, 1,600

head from Montana for the Cochrano Rancho Company, and several other large herds from Montana and Oregon, which have been for weeks on the way. The process of moving them is slow, as they cannot be driven more than six or eight miles a day and have to be frequently rested on spots where water and good grass are available. They get into this new country in very thin condition, but a month's stay on the grass fattens them, and, as one of the herders of the Powder River herd said, "They never knew what good grass was until they got here." As these cattle when in prime condition are valued at £7 to £10 per head, it may be realized that a very large amount of capital is invested in these ranches, though as yet there has been no export, the demand for beef for the Indian reserves and local consumption taking all the surplus. The herds, under ordinary circumstances, double from the natural increase in 24 to 30 months, and, as these Alberta ranches have not yet been fully stocked, there is no shipment eastward, though this trade is expected soon to begin, and the railway is making active preparations to conduct it.

The management of these ranches is generally in the hands of Englishmen and Scotchmen with Ontario men, but the foremen, herders, and cowboys are mostly from the States. In fact, this district, its towns, and manners and methods are very American, so that it seems much like a section of the western American frontier. Most of the cowboys and others have previously lived at various points along the border from Texas to Montana, and they have thoroughly imbued this region with American styles. The lasso and lariat, the broad-brimmed cowboy hat, the leather breeches, and imposing cartridge belts one meets at the frontier towns on the Union and Northern Pacific railways are reproduced in this district in the same reckless and extravagant fashion. The cowboy dialect rules supreme in the talk of the people, while the American national game of "draw-poker" flourishes exuberantly at Fort MacLeod and elsewhere. Horses and cattle are all the talk; about the speed and endurance and racing abilities of the former, and the numbers and value of the latter. The cowboy who can ride the fastest and "round-up" the largest herd is the popular hero in this part of Alberta, whose achievements are of more account than either Dominion politics or the events passing in the outside world, of which, however, this country, so remote from all news sources, gets but an indistinct idea. It must be stated to the credit of Alberta, however, that the roughness of manners displayed generally along the frontier is wanting here; that the cattle-men are kind and hospitable; and that the infusion of the British races which is coming in is bringing marked improvement in the classes of men who work upon the ranches.

I have described this ranching district of Alberta as located generally to the southward of the Canadian Pacific Railway. It is stated, however, that the country is also adapted for cattle ranges for 200 miles northward, and as far as Edmonton, if the possibilities of that fertile district of the extreme North-West for cattle are borne out by actual tests. But at present the cattle herds are all in the region to the southward of Calgary. To see this great grazing region I took a wagon ride for two days over the range between Fort MacLeod and Calgary, going northward about 110 miles across the prairie which skirts the foot-hills of the Rockies. For about

westward of the trail taken, while behind them stretches the grand range of the snow-capped Rockies, seen from the Chief Mountain, 11,000ft. high, which stands guard at the international boundary, northward until lost to view—a stretch of probably 200 miles. We forded the streams and jogged along upon the prairie and halted at the "cowboy camps" for meals and sleep. Many grazing herds were seen, the cattle roaming at will without watch or hindrance. All the animals are branded, so that their owners pick them out at the spring and autumn "round-ups." A "cowboy camp" is usually a log cabin with the crevices plastered to keep out the wind, and a thick turf roof upon which the grass grows the same as on the ground, while a ceiling of cloth is spread over the apartment inside to keep the earth from coming through. Big stoves are provided to maintain warmth in winter, and also to do the cooking, over which a cowboy, with more versatile talents than the others, usually presides. On the walls are sometimes a deer's antlers or a buffalo's head for ornament, with little knickknacks in the way of pictures cut from pictorial newspapers or fancy advertising cards that have wandered out this way. There may be a bedstead or two, but generally they sleep on the floor, performing their brief toilet out of doors, where there is plenty of room in this country. They live reasonably well, and mostly on food that is imported, generally canned meats, vegetable, and sweets, and sometimes have good beef, but this is not always the case on the ranches, although at the hotels and private tables excellent meats are the rule. But the anomaly of this great cattle district is that the ranchmen rarely have milk or butter of their own production, generally going without milk and importing their butter, if it is used, in kegs from the States. The cowboy of the present day is probably too wary to attempt milking these wild cows of the prairies; at any rate he does not do it; and so, with hundreds of cows around them, these herdsmen drink their coffee without milk. They are warm-hearted and will do all in their power for the stranger who comes to see them, but when he is at the "Cow puncher's home," which is the title given a cow-camp in this country, he usually has to rough it.

We rode for miles over the prairie, fording the streams and crossing the cañons, and passed several of the greatest ranches, with their cattle peacefully grazing on the rich grass of the bottom lands, or moving to the mountain streams that come from the terraced Porcupine-hills and other outposts of the Rockies in search of water. We passed one herd of 1,200 very tired looking cattle that were on their way from Oregon to the High River region. A squad of cowboys on horseback kept them from roaming too far away from the trail, and urged forward the weary ones and stragglers who lagged behind. Another great flock of sheep that had come 200 miles was also passed, they being on the way to Calgary for sale to farmers who are establishing sheep farms in this neighbourhood. All the herders carried their camp outfit with them, and slept on the field with their flocks. As we neared Calgary the signs of settlement became more frequent, for homestead settlers are taking up much of the land, and many farms are fenced, while the buildings are good and show evidence of agricultural thrift. The High River is a stream that was quite low when we forded it, but is said to produce high spring freshets when it overflows its banks, and has two outlets, seeking an additional channel through the

Little Bow River which heads in its valley, while the main stream flows into the Bow River. This is one of the few instances wherein one river gets its source out of another. The ranching country is a good shooting ground, its lakes and sloughs having many wild ducks, while the grouse or prairie chickens are plentiful on most of the uplands. Fringes of timber line the valleys of the streams, which are beautiful landscapes, and long before Calgary was reached there was a grand outlook over the crooked valley of the Bow River, which curves and re-curves, forming the bow from which it gets its name, while into it flows another stream with a right-angled bend which is called the Elbow. It is astonishing to learn that within four years past this country has received almost its entire population north of High River, where the settlements are comparatively numerous, and the newness of the region was best shown by the little country church near Fish Creek, recently completed, and its graveyard lined up, with a single grave-stone standing to show that its mournful mission has but just begun.

We came out upon the hills above Calgary and forded the river and entered the town. This lively place, which has a station for the mounted police, and conducts the trade of a large section, is but two years old, and is decidedly the most unfinished town I have yet found in the Canadian North-West. Building goes on everywhere. The streets are strown, and in some cases almost blockaded, with building materials and large stone buildings are going up, as well as almost countless wooden dwellings. The town has 1,000 people, largely English, and has grown so rapidly that they have not had time either to pave the streets or to construct sidewalks. Eligible lots are sold at high prices, \$20 per front foot being the quotation for shallow lots in the main street. Calgary also rejoices in two city governments, this having continued several months, with two mayors and a double town council, owing to a political quarrel that has now got into litigation, and it is hoped will soon be settled. This shows what a centrifuging it is, and also the political possibilities in the exciting times here of this region. I find, however, that the people, despite these disputes, are fully united in patriotic devotion to their town, and that they are anxious to have established here a cavalry station for the British Army, this region being in the way of becoming the great horse-breeding section of Canada. On the ranges and stock-farms in the fertile valleys near Calgary there are some 6,000 horses, and they think it would, therefore, be the best place to quarter horses, and also to secure re-mounts. It is a growing town, with a fine district dependent upon it to give permanent prosperity hereafter; and after a survey of its condition and prospects, I feel sure that Calgary is the sturdiest two-year-old in the Canadian North-West.

amount of business any that are located beyond Winnipeg. From Calgary start the processions of traders' carts for the northern country to Edmonton and the magnificent valley of the North Saskatchewan, said to be another Land of Promise, which is steadily filling with settlers, and aspires to rival Manitoba as an agricultural region. For several hundreds of miles the fertile prairie, with its rich soils, genial climate, and beautiful valleys well timbered and watered, stretches northward along the bases of the mountains and spreads far to the eastward; and the tide of immigration is such that before long this region will be knocking at the doors of the Dominion for admission as a full-fledged province. I have referred to the genial climate here, which in winter is less rigorous than in Manitoba and the older provinces, owing to the tempering winds from the Pacific that come across the Rockies. The actual winter begins late and ends early, and the snows, unless it be a very exceptional season, are easily melted. It is this favourable condition of climate that renders this extensive region so good for cattle ranges and stock pastures, and also makes it so attractive to the settler, who passes over many miles of intermediate prairie to get to this country. Yet in the spring and autumn the daily changes of temperature are very wide, and this is said to affect the health of new-comers and all not used to it. At this season a change of 40 or 50 degrees between night and midday is not infrequent, the range being from 75 or 40 degrees in the night to 65 or 80 degrees in the heat of the day. This is the case all along the eastern slopes of the Rockies, not only in this country, but also further south in the States.

This is also a region of Indians, the various bands of Crees, Blackfeet, and Stony Indians being located on reserves, where they are allotted enough land to enable each family to live by agriculture, but the noble red man has hardly yet been got into the way of earning his living by hard work. They draw their rations of food from the reserves, but many of them wander about the country and set up their smoky tepees on the edge of a town, where they manage to pick up enough to eat. These wandering Indians are not a pleasant picture. They are dirty fellows, with squaws who look the picture of despair from unending work, while two or three half-clothed little Indian children usually play about the tepee. In this smoke-begrimed and not very sanitary wigwam they all huddle at night, managing to lie around the fire that is always kept burning in the middle of the tent, the smoke escaping through an aperture above. These Indians are being paid their annuity money at present, every man, woman, and child getting 25c. apiece. It is a proud day for the Indian when he captures all the money allotted to himself, his squaws, and his offspring, and thus made rich by the government, he comes back into town to trade. In Calgary, the favourite articles bought were bright-coloured blankets gaudily striped in bold contrasts, and with these the Indians bedecked themselves to go back to the reserves and win the admiration of their squaws. They walked about the streets shopping, with as much desire to save money and get bargains as any of the white race, and then, having made their purchases, galloped over the prairie on their ponies to their tepees. The shopkeepers, as may be supposed, pay them great deference when this "treaty money" is being disbursed, and they are fully aware of their great impertence. No more consequential creature lives than one of these Indians,

XX.—ENTERING THE ROCKY MOUNTAINS.

BANFF, ROCKY MOUNTAINS, Sept. 13.

The youthful town of Calgary, which shows so many signs of vigorous growth, is the outpost of the North-West Territory, 2,262 miles from Montreal. It stands in the broad and level valley between the Bow and the Elbow rivers, and has plenty of room to spread. Being the *entrepôt* of a large extent of country stretching both north and south of the railway, it does a brisk trade and has several large stores that equal in size and

pipe in mouth, astride of his pony, with painted face and gorgeous blanket, coming into town with his money. The poor squaw travels afoot and carries all the bundles.

After crossing the vast stretch of table-lands that form the centre of the American continent, the Canadian Pacific Railway reaches the valley of the Bow River just below Calgary. This brisk stream of clear, cold water flows out from the heart of the Rocky Mountains, and the railway takes advantage of its valley to secure an entrance to the great mountain chain, and follows it up almost to its source. The Rockies rise abruptly at their eastern basis from the edge of the prairie, and often present on this side almost perpendicular walls of rock. They are composed, not of a single upheaved range, but of a considerable number of parallel ridges, having a general direction a little westward of due north, and for the main chain an aggregate breadth of 60 or 70 miles. Out from among these flows the Bow River, its source being almost at the summit, and its valley winding about from south-east to north-east, until, having passed out of the mountains, it forms a wide confluence cut deeply into the prairie, and in this flows past Calgary, which is built upon the bottom lands that were the bed of the ancient river. Standing prominently in front of Calgary, to the north-westward, a landmark for miles around, is the long protuberance called the "Nose," which is one of the low, elevated outposts of the Rockies. The railway, as it has come its long journey over the prairie, has gradually risen in elevation. It was 700ft. above the sea level at Winnipeg, and gradually ascended, until, at Calgary, the elevation was 3,350ft. Then, following up the Bow River, it crosses the summit of the Rockies at 5,250ft. elevation. This is much the lowest pass by which any of the transcontinental railways cross the great range. The Northern Pacific Railway has two summits to cross, at Berens and at the Mylan Tunnel, each at an elevation of 5,500ft. The Union and Central Pacific Railways cross three summits, the Rockies at 8,000ft., 8,200ft. elevation, the Wasatch Mountains at 7,500ft., and the Sierra Nevada in California at 7,600ft.

The Bow river, bright green and swift-flowing over its pebbly bed, winds and twists in tortuous fashion through the broad bottom lands of its course, which the railway follows towards the mountains, seeking the best route over the comparatively level land. The steep furrowed bluffs of the valley show how deeply it has been cut into the table land, which stretches far away on either hand. The region is entirely bare of trees, excepting where a fringe of stunted hemlock or cotton-wood may grow in sheltered fissures. The winding course of the valley makes beautiful landscape views, and ahead of us glimpses are got of the peaks of the Rockies as the train moves towards them, the range steadily rising as it is approached. For a long distance this valley and the adjacent table lands are leased by the Coalbrook Ranching Company, and they have large herds of cattle, horses, and sheep grazing at intervals, with extensive sheds for winter shelters built in well-protected locations under cover of the bluffs. The hills also expose coal-measures, and shafts are being sunk at Vaughan to develop a mine. New timber-mills just going into operation to saw the logs floated down from the mountains show how recently the country has been opened to settlement. The train crosses the Stoney Indian reserve, and two little hamlets of huts and tents seen afar off in pleasant nooks of the valley, with broad basins stretching down to the river bank,

whereon the ponies are grazing, show how well these Indians selected their home. They are said to be the best disposed of the tribes of the North-West, and to show good signs of adopting the ways of the white man.

As the train rolls along, the line turning from one side of the winding valley to the other, the mountain range ahead of us gradually grows higher and higher, the outlines of the peaks becoming more and more irregular. As the western sun shines down upon the dark gray threatening mass continually expanding in size, it looks much like the rising of a summer thunder cloud. The railway crosses and recrosses the rushing river to seek the better route, and as we run rapidly into the foothills, ridge after ridge of mountain peaks rises higher and higher behind each other. We cross pretty mountain torrents and pass an occasional cascade. The actual entrance to the mountain chain comes suddenly. The train had been running south-westward along the base of an advanced foothill, when, suddenly making a right-angled bend to the north-west, it goes through the "gap" and right into the mountain chain. The peaks are enormous, their great masses of rocks standing up steeply, and in some cases almost perpendicularly, broken, jagged, rough, and beyond description by words. They encroach upon the valley, narrow its limits, and make the river a roaring torrent as it swiftly descends the rapids. The wild scenery of the vast amphitheatre of peaks, rising higher and higher, with the more elevated mountains snow-capped where the rocks are not so steep to retain it, is exhilarating in its influence. There are fires on the mountain sides, making great smokes, which, however, are dwarfed by the surrounding peaks. The trees as we get among the sheltered gorges become much larger and logging camps are frequent, the cutters preparing their rude cabins for lodges during the approaching winter's work. After getting through the "gap" the valley broadens somewhat, and as it expands the surrounding mountains do not seem so high. Little lakes of clear water nestle among the trees, and more mountain torrents fall in to feed the river. We have gradually ascended the gradient until we are about 4,000ft. elevation, and this tends to dwarf the surrounding mountains. It is surprising how this Bow River valley, thus penetrating up into the heart of the Rockies, has eased the work of the railway builders, for their line has followed almost a natural roadway, and while passing through wild scenery and among the greatest imaginable roughness of surface has been constructed with comparative ease by availing of this Bow River *cuttle*. Beyond the summit, however, the builders have had hard enough work to get through. In this pretty valley among the mountains, at a point where the comparatively level surface seems nearly a mile wide, has been located the railway division station of Cammore, where there are half-a-dozen little houses and a small hotel, the great ridges of mountain peaks surrounding them, mounting guard over the locomotive round-house and depot station.

After a brief halt the train resumes progress up the winding valley, and apparently makes directly for the face of the biggest mountain we have yet seen, rising a mile high, directly in front of us. This is the great snow-capped Cascade Mountain, the highest peak in this neighbourhood, which is elevated about 10,000ft. above the sea. To the northward is a peculiar looking peak which has stood up like a sentinel during our many miles of approach from Calgary, and is known as the Devil's Head. On one side of this threatening peak is the

Devil's Lake, from which the Devil's Creek flows down a mountain torrent to the Bow, while not far away another weird stream, called the Ghost River, also comes out from among the peaks. The railway passes between two steep hills, its way having to be hewn through their sides directly towards the Cascade Mountain, but just when the locomotive seems ready to dash against it the line suddenly veers to the left, and the apparently impending collision is avoided. In a few minutes we have run into another glen among the peaks, and are at Banff, a new settlement just started last spring, 2,322 miles west of Montreal. In the adjacent recesses between the Cascade Mountain and the Devil's Head are valuable coal measures, producing a semi-anthracite coal of good quality, the working of which has just begun. An analysis of the coals taken from this Cascade mine, owned by what is known as the Canada Anthracite Company, is said to show an average of 80 per cent. carbon in two seams that can be most readily worked, while other seams give a much higher percentage. Some of the coals are already got out and sent along the railway for consumption, and the promise is given of a good paying mine when active operations begin. The explorations made of the slopes of the Rockies show at various places extensive coal-beds, so that, when the great prairie country adjacent becomes fully settled, there need be no lack of cheap fuel.

But the attraction of Banff is the hot springs. The settlement is at some distance from the station, and is reached by a ride over about the dirtiest road in this very dry country of volatile soils. Last April this region was a wilderness, a few people having previously come here and temporarily encamped while testing the medicinal virtues of the springs. Now there are a couple of hotels, made up of log cabins and tents, and about among the scrub timber, and quite a pretentious building is being erected for a "sanitarium." The snow-capped peaks are all about us, and the wind blows chill at night, but the sun is warm by day. We eat our meals in a low-roofed log cabin, and go to sleep in one of the tents, the rushing river rapids just in front singing a lullaby. At this attractive place, a level glen alongside the river, with steep timbered hills immediately around it and great jagged ridges of mountains hemming it in on all sides, there is the beginning of a great watering-place. The Bow River, by widening its course, makes a pretty lake, at the foot of which a floating bridge is thrown across, while below the river runs into rapids terminating in a beautiful cascade, where the narrow passage is hewn through the solid rock, and the water goes boiling and foaming down into a pool, whence it peacefully flows eastward out of the glen. Up on the hillside at several places are the hot springs, charged with sulphur and iron and other medicinal salts, so that they are valued highly as cures for various skin diseases and rheumatism. One of these springs makes a magnificent green pool, while another has been found in a cave 40ft. below the surface. The bathers crawl down a ladder into an abyss whence comes a sulphurous odour, and there they bathe, the waters escaping through a subterranean channel and finally coming out near the river bank. A winding road up the mountain-side leads to the chief hot spring, which comes with a strong flow out of a small aperture at probably 500ft. elevation above the river. Here, in rude log huts, baths are provided, while from the neighbourhood of the spring a magnificent outlook is had over the valley of the Bow, as it circles about and finally flows off to the eastward, out of the glen, past the great

Cascade Mountain. This place concentrates within brief compass so many attractions that the Dominion Government has made it a reservation for public use, this including the valley and surrounding peaks, so that it will become a park. Roads are now being made to give easy access to its beauties, and leases are granted for the construction of substantial hotels to replace the present rude hosteries. The waters from the various springs will be conducted in pipes to the river-side, and it will then become a great resort for invalids. In fact, this very young settlement among the Rockies at Banff, not yet six months old, seems destined to become the future Bath or Leamington for the millions of people who are hereafter to populate Canada's great North-West Territory.

XVI.—CROSSING THE KICKING HORSE PASS.

DONALD, BRITISH COLUMBIA, SEPT. 14

About 40 years ago an exploring expedition under Captain Palliser made the most complete examinations then possible of the passes in British America through the Rockies. The maps they drafted are still the chief source of information about this region. They found a wild and magnificent cañon on the western slope of the mountain range leading from a notch cut deeply into the summit down to the Columbia river. When they were examining it, Dr. Hector, who was a member of the expedition, was kicked by a horse, and for want of a better name they gave the stream flowing through the cañon the title of the "Kicking Horse River," and called the notch in the mountain the "Kicking Horse Pass." The exhaustive examinations made of the Rocky Mountain range by the engineers of the Canadian Pacific Railway demonstrated that this pass was the lowest crossing of the ridge, and, in comparison with others, the most easily accessible. At the summit, which was not quite 5,300ft. above the sea level, although great snow-capped mountains surrounded it, rising fully a mile higher, there was found a little lake, and in times of freshet the waters from it ran both ways, out to the eastward by the Bow river towards Hudson's Bay and ultimately the Atlantic, and also westward through the Kicking Horse river to the Columbia, and thence to the Pacific. This pass was therefore selected as the route for the railway, the summit being 2,985 miles west of Montreal. The railway reaches the pass by a comparatively easy gradient and route up the valley of the Bow river and one of its small affluents, and after crossing the summit follows down the cañon of the Kicking Horse on the western slope to the valley of the Columbia. In making the ascent the railway climbs 1,500ft. from Calgary to the summit, a distance of 123 miles, while in descending on the other side it falls 2,778ft. in the 61 miles between the summit and Donald, on the Columbia river, 2,446 miles west of Montreal. In sharp contrast with the ease of construction on the eastern slope are the great difficulties of the western descent, where the roadway in some places

has been as costly as on the northern shore of Lake Superior, though the rocks cut through are generally of sandstone or slate and more yielding materials. The Kicking Horse river descends abruptly by a cañon of startling depth and steepness, winding with the sharpest turns, and with loose materials on some of the slopes, that have taxed the skill of the railway builders to carry the line through. This gives most wild and beautiful scenery, but it involves heavy gradients and many curves and bends, with tunnels and bridges, the road being often led high above some perilous abyss, with mountain tops rising thousands of feet above and a raging torrent below.

Starting in the early morning from the pretty Rocky Mountain park which the Dominion Government is making in the glen at Banff, the train for the mountain top ran up the Bow river valley, with the great Cascade Mountain on the right hand. This snow-capped peak is not one of the highest in elevation above the sea level, but it rises to a greater height than most of them above the floor of the valley, its steep sides soaring 4,900ft. Opposite is the long side of the Sulphur Mountain, out of which flow the healing springs of the Banff. We pass many pretty lakes of brilliant green hues, their borders fringed with scented spruce and poplar. A little hay-making is going on in sheltered places, for where grass will grow it becomes luxuriant. The mountains hem us in on either hand, some of them rising in vast columnar formations, while others have sharp and jagged edges like a gigantic saw. Their sides are rough beyond all imagination, and they well deserve their title of the Rockies, for it seems as if some vast convulsion had blown the valley to atoms and strewn the fragments on the mountain sides, where the lower slopes have managed to get enough soil in the crevices to raise the stunted carboniferous trees, so that the sombre rocks above gradually blend into the foliage below. The railway follows up the valley with easy gradients, seeking the best route, and seems to run towards the great peak, with pinnacled and castellated top, its sides built up in terraces in front, and having an abundance of snow accumulation on its castellated surfaces behind. This is the Castle Mountain, which rises 4,200ft. above the railway. Forest fires have wrought sad havoc in this valley, the burnt trunks of trees growing the ground or standing up stripped of their foliage. The general course of the line is north-west between two lines of mountains, the north in the left-hand rank disclosing the snow-capped summits of the higher range of peaks behind which form the main range. The valley narrows and broadens, but always provides the railway a good route, now along some ridge at the river bank and then through the burnt timber of the bottom lands.

As we approach Castle Mountain, the more imposing appear its beak-pinnacled summits, while beyond these rise, as the view ahead gives glimpses, the great, broad, white-topped Mount Lefroy, which stands near the summit of the pass. We enter a contracted but level plateau in front of Castle Mountain, and between its base and the bank of Bow river find Silver City. When the silver mining fever attacked this region, about two years ago, there was much exploration in Castle Mountain and its neighbourhood, and several mines were opened, but the ores were not found in paying quantities, and the excitement waned. Silver City was then a lively place, but its glory has departed. There are a few inhabitants now,

and some small buildings that are occupied, but the town consists chiefly of deserted log cabins, and the tall railway water tank is the most prominent edifice in the place. We steam along further up the valley, heading directly towards Mount Lefroy, whose snowy summit rises higher and higher. It is the most commanding peak of the great range on our left hand, which is the highest range of the Rockies and the dividing line between the North-West Territory and British Columbia. The valley goes on between the parallel ranks of snowy peaks, a broad bed of an ancient river apparently made purposely for the route of a railway. We move gradually past Mount Lefroy, which rises 11,658ft. above the sea level and 6,600ft. above the railway, with an attendant galaxy of smaller mountains in front. It stands as a guardian of the pass, the melted snows from its opposite sides going down to opposite oceans. The railway ascends the valley so easily that you scarcely realize that it is well on its way to the summit, and the valley is sufficiently broad, when the mountains on either hand are hidden by clouds, to give the idea that the line is laid upon a wooded table-land.

Having passed Mount Lefroy, we see rising in front of us, to the northward of the pass, Mount Hector, Goat Mountain, and the Waputtalik range, with glaciers flowing down their sides; Between these peaks the Bow river begins, coming down from a cluster of little lakes, while to the westward one of the glaciers forms a feeder for the Kicking Horse river. These peaks are about 10,000ft. high, though accurate measurements have not yet been recorded. In fact, many of the mountains in the British portion of the Rocky range may hereafter have the same experience as Mount Hood, in Oregon. This great monarch of the Pacific Slope was originally, by a "rough estimate," 17,000ft. high, and later a "close estimate" reduced it to 16,000ft. Then some measurements by angles were made and it dropped to 14,500ft., and a subsequent triangulation brought it down to 13,000ft. The first barometer taken up was an aneroid, which made it 12,000ft., and afterwards a mercurial barometer brought it out 11,225ft. It is believed to stand at that figure now, until someone shaves it down lower; so that if these reducing processes go on Mount Hood may, in the words of a pioneer of that region, "finally become a hole in the ground." It is possible that some of the peaks of the Rockies in this locality may suffer when an accurate measurer comes along, but until then I will loyally quote the figures as I find them.

The Bow river, fed by all these stores of snow, flows swiftly alongside the railway, which now winds closely upon its crooked banks, the varying course giving magnificent views in every position of hundreds of mountain tops, some rising like pyramids, others rounded, and others in great scarred and seamed walls of solid rocks. We halt a few moments at some log huts and a winter tank, known as the station of Laggan, and a short distance beyond cross the Bow river and bid farewell to the valley that has stood us so well as a route into the heart of the mountains. Its source is not far away among the mountain glaciers off the north-west. A small tributary coming from the south-west, called Noore's Creek, flows into the Bow, and, after sundry preliminary twisting, the railway avails itself of this stream to ascend towards the pass by a steep gradient through the cañon the creek has made. Enormous peaks guard the entrance, for the railway seeks the lowest point to cross the range, and the loca-

motive labours heavily in pulling the train up the gradient. Through a forest of burnt timber—the scorched trunks of trees lying about in every direction, while many denuded stumps still stand straight up, the railway enters the Kicking Horse Pass. The surface is strewn with pebbles and boulders. The snorts and puffs of the straining locomotive reverberate from the mountains rising high above us. A little stream that you can step across is all that is left of the creek. As the summit is reached the gradient comes to a level, and right at the top we find a lake with swampy edges and a border of boulders mixed up with charred timber. It is a desolate region in a narrow valley, the ridges from the mountains running down almost to the edge of the lake, across which the railway is laid, with a side-track for passing trains. There is not a hut or an inhabitant, but this is the highest point of the Canadian Pacific Railway, and is named, in honour of its highest official, Stephen.

We saw the little stream gradually diminishing as we ascended towards the lake, and now on the other side we see another little rill running out of a swamp and led into an artificial channel. This is the first stream encountered that goes towards the Pacific, and it is one of the heads of the Kicking Horse River. We follow it along, and the little brooklet expands into a creek, and leads us past the Cathedral Mountain, broad and snow-covered, its towers and pinnacles resembling some great Duomo. We have pierced the range, and now start downward on the Pacific slope by a steep gradient. An extra locomotive is fastened behind the train and all brakes put on, so that these, with the reversed engines, retard the descent. Rounding a curve, the tall form of Mount Stephen, 10,800ft. high, with its two surmounting peaks (also named from President Sir George Stephen, of the railway), comes into full view as the outpost on the southern side of the pass, its snowy tops tapering off into a long glacier. The little stream expands into a lake where wild ducks disport, but the forest fires have blackened all the surrounding surfaces. Winding through the valley is the "to-to road" of the railway builders, a necessary preliminary of the work, but now abandoned. We pass the little station of Hector, named from the hero of the Kicking Horse, and nestling under the shadow of Mount Stephen. Our little creek has become a mountain torrent and falls into quite a large lake, from which flows on the right hand the Kicking Horse River. Here begins the great cañon which this stream, with impulsive suddenness, soon carves out deep into the mountain side. The river becomes a wild and roaring torrent, leaping over cataracts and dashing down rapids far below us, making a vast fissure in the mountain which the railway has to get down by difficult work and skillful engineering.

Cut into the hillside high above the river the railway winds about with the cañon, ever coming down its gradient, the train sliding along with the breaks all smoking, and the reversed engines puffing steam. This gradient is from 150ft. to 200ft. to the mile. Little torrents leap down from the peaks and plunge under the railway to the river below. The scenery is wild beyond description. The route is cut out of the great cliffs high up on the sloping side of the cañon, turning and twisting about in the roughest country imaginable to put a railway through. Mountain peaks are seen everywhere, with subsidiary valleys between them, each sending out its rushing stream to feed the swelling river that roars over the boulders far below. The views along these are indescribably grand, while

their sides are composed of great and small rocks apparently riven about by some terrific convulsion. Passing under the edge of the Tunnel Mountain the railway finally gets down to the bottom of this portion of the cañon, where the river flows with comparative peacefulness into a valley of some breadth. Here, under the edge of the Tunnel Mountain, with the river in front and an array of other peaks opposite, the railway is building a pretty Swiss chalet, as a mountain halting place for tourists. This is Field, 2,445 miles west of Montreal, named from Cyrus W. Field, of New York, who has always been a great advocate of this route.

Then after crossing a spur of an adjacent mountain to avoid a roundabout bend in the river, the road goes over the Otter Tail Creek, and, running along it, seeks the Kicking Horse again. The timber cutters have their camps here, and saw mills are at work. Silver prospectors have also tunneled mines into the mountain. The railway crosses and recrosses the river, seeking the best route down the valley which zigzags before us, and the mountains bear better foliage that gives a greener hue than the forbidding regions of burnt timber we have passed. Then the valley, which has been having a general southern course, suddenly veers around the end of a broken mountain chain, and turns to the north-west, seeking an outlet in the Columbia River. The two streams flow for some distance parallel to each other, but with an intervening ridge of peaks. Thus we enter the lower cañon of the Kicking Horse, the river running suddenly from a broad valley into a steep-banked fissure, through which the railway winds. The cañon narrows, and its sides grow higher, while the river, again a roaring torrent, cuts deeper and deeper into the fissure. The foaming waters sweep with raging speed past great precipices and over rocks and boulders that have fallen directly into the stream-bed. There is hardly room for the river and railway to get through between the enormous masses of cliffs towering far above and almost shutting out the sunlight. The route is cut out of the rocks, and the cañon makes such sharp bends that in several cases to get in a curve that the trains can go around the cliffs have to be tunneled and the river bridged. This is repeatedly done, the torrent being crossed and recrossed within brief distances. The old "to-to road" is scratched out of the hill-side above, and looks like a most dangerous highway, yet along it all the materials had to be taken before the railway could be built. The construction here has been enormously costly, though the rocks are of softer materials than the granites lewn through on Lake Superior.

But all things come to an end at last, and this remarkable cañon finally exhausts its rocky and perilous wonders when it reaches the valley of the Columbia River. We run out of it into a level plain at Golden City, where the Kicking Horse River flows into the Columbia, 2,429 miles west of Montreal. This pretentious name was given the place a good while ago by the gold-hunters who came up the Columbia, but a few log-cabins and a rude bridge across the river are all that it now consists of, the amount of gold in the neighbourhood being evidently small. This ends the Rocky Mountain crossing, for the railway now runs smoothly along among the forests on the broad bottom lands of the Columbia valley, bordered by distant ridges of peaks, the Rockies on the eastern and the Selkirks on the western side. There are some farms and settlements in the valley, and

haying is going on, the genial climate favouring the farmer. The river flows placidly in several channels that wind about and run into and out of each other, with pretty islands between. The sides of the bordering mountains are well timbered with pines, and the train moves swiftly along to the little town of Donald. Here on the river bank is gathered a population of about 200, while the railway is making an extensive settlement in the background, as this is the beginning of its Pacific division, with repair shops and other terminal facilities. It has only been since July last that business opened here, and until the railway builders previously came along the place was an unbroken forest. Yet this is the nucleus of a flourishing new town in British Columbia, which already feels the impetus of a coming "boom" that will put the quotation of corner lots to fabulous prices and foreshadow the future greatness of Sir Donald A. Smith's name-ake among the Rockies.

#### XVII.—CROSSING THE SELKIRK MOUNTAIN RANGE.

REVELSTOCK, BRITISH COLUMBIA, SEPT. 15.

The great Columbia River rises in a couple of little lakes, fed by the snows of the Western slopes of the Rocky Mountains, at about 50 deg. north latitude. It flows a long distance northward, makes a huge bend around the Selkirk Mountain range, and retraces its course southward, finding open into Oregon and thence to the Pacific Ocean. This great loop, stretching for 200 miles northward, is known as the "Big Bend of the Columbia." It is a region unsurpassed for rugged grandeur, for its wealth of timber, game, and fish, and its mineral riches, including gold and silver. The prospectors have diligently searched its mountain fastnesses, and been abundantly rewarded; but, owing to the river navigation, little until recently had been done to open it to the world. Yet by the placer mining, which has been a mere scratching of the surface, £10,000,000 of British Columbian gold has already been got out of its water-courses. When the route of the Canadian Pacific railway was to be laid out beyond the first crossing of the Columbia River, there was some speculation as to how the great mountain range of the Selkirks was to be passed, which lies westward of the Rockies. Through its loop, the Columbia drained both sides of this ridge, the two sections of the river being barely fifty miles apart. The railway builders could of course have gone around with their route as the river does, but this would have involved many miles of line and made too long a road. It was not until within three years that an accessible pass was known over the Selkirks. All the attempts at exploration were made from the Pacific side, an unusually under Indian guidance. The Dominion Government had begun the construction of a railway eastward from the Pacific coast, but its engineer, after some examinations of the Selkirk range from that side, failed to find a pass. The great avalanches which continually fell from its peaks usually deterred the guides, and it was not until three years ago that a pass was found. Major Rogers, a well-known pioneer in this region, after one failure, succeeded in discovering an accessible route over the range, and this route, now known as the Rogers Pass, has been selected for the railway. The line goes a short distance westward down the Columbia River after

leaving Donald, and then turns southward up the Beaver River cañon to the pass, crossing which it goes south-west down the valley of the Illecillewaet River to the Columbia again, at Revelstoke. The pass is crossed at an elevation of 4,000ft., the line rising 1,683ft. between the Columbia River and the pass, a distance of 22 miles, while on the western side it descends 2,330ft. in about 45 miles, the second crossing of the Columbia at Revelstoke being 2,525 miles west of Montreal, and at 1,616ft. elevation above the sea. The railway construction over this Selkirk range has been very difficult, requiring gradients of 100 to 120 ft. to the mile, and carrying some startling feats of engineering to successfully pass the deep cañons that are cut into the mountains. Both rivers are wild torrents, the Indian name of Illecillewaet signifying the "raging waters." They flow between enormous peaks whose lower sides and all the valleys are clothed with magnificent timber, the use of which has been lavish and in fact most necessary in the railway construction. To get through, many bridges and innumerable curves are necessary, and a section of straight railway of any length is rare.

The Columbia River flows past the little settlement at Donald with swift current and somewhat steep banks, through a broad valley enclosed by great mountains, much like the reproduction of a bit of scenery from Switzerland. Busy work is going on at building houses for the new town to accommodate the people who are now living about in tents and cabins. The surface is covered with forests excepting where clearings have recently been made, and stumps and fallen timber are all about, showing how recently the place has been settled. The railway goes northward along the Columbia River, crossing it just below the town on a fine bridge at 40ft. elevation above the water, and then proceeds down the western bank about 12 miles to the Beaver River. Near by the little stream known as Wait-a-bit Creek falls in. The ride along the Columbia River is beautiful, the stream contracting and running swiftly through a cañon, while mountain torrents come in, making pretty rapids as they run under the railway. The river has cut out its channel by grinding off the faces and edges of the cliffs, and it makes a succession of grand curves disclosing fine views. Tall pines cover all the slopes, and the railway has to tunnel through the rocks to get around some of the sharp bends. Several of the great sweeps of the river form grand amphitheatres, the walls of rock rising thousands of feet above us. In fact the Columbia River for a few miles seems much like a condensed section cut out of the Rhine, but without its vine-clad hills or legends. The Columbia's banks are much higher, and the river is at times a torrent. It is here that the gold hunters have been at work, and all through the interior they have been quite successful in placer mining.

Leaving the Columbia, the railway curves around sharply to the south, and enters the cañon of the Beaver River, a lively stream that flows down from the centre of the Selkirk range. The road is carved out of the rocks alongside the narrow gorge and ascends a stiff grade, the river roaring and leaping over the rocky ledges. The peculiar manner in which the strata stand straight up and right across the current makes the river go over a succession of cascades and, as it were, between so many gate-posts of rock. A pair of these jutting out, so that the torrent is contracted and leaps over two waterfalls, have been used for a roadway bridge and this is known as the "gate." This formation, of successive ledges

which the water breaks through is entirely different from the Rockies. The cañon winds, and the railway curves around its banks and steadily ascends, rising higher and higher above the river in order to gain the necessary elevation to reach the Rogers Pass. At the same time the mountains surrounding us also rise higher as the cañon penetrates the range. All the slopes are clad with timber, which is much better than that seen in the Rockies, and saw-mills are at work. Fires have been through here, and as our train moves along the trees are seen burning in spots on the opposite slope, the wind blowing the smoke off towards the Columbia. Rising high above the stream, its crooked course is mapped out far below at it winds from one side of the valley to the other, making pretty little bordering glens. The tributary streams fall in through other deep cañons, down which they plunge and make great gaps which the railway has to get over by tall timber trestle bridges. Some of these are of large proportions. The torrent known as Mountain Creek is crossed on a trestle bridge 176ft. high and 600ft. long, and the railway curving around gives a good view of this great structure after it is passed. The tallest of these, and the one that is believed to be the highest timber railway bridge in the world, is over the cañon of the Stony Creek, 236ft. high and 450ft. long, a truss bridge supported upon great timber towers built up from the valley far below. This startling structure is thrown over a cataract that falls down into a deep gorge and then rushes out to the river. We halt for the locomotive to take water, and the passengers, who have held their breath while crossing, amuse themselves by rolling stones down into the valley beneath.

This portion of the Canadian Pacific Railway is part of the most recent construction, and the company have large forces of men at work finishing the cuttings and embankments, and building snow-sheds at the places where avalanches occur that might obstruct traffic. Much of the roadway is cut out of mountain sides formed largely of gravel, or on slopes where boulders and great masses of half-burnt trunks of trees lie on the ground. Numbers of men are at work clearing these slopes. Other forces are cutting timbers, squaring them and preparing piles for the snow-sheds which are being constructed further up in the range. When we passed through, there were about 4,500 men engaged in these various occupations. The snow-sheds are solid structures of crib-work and piling, filled in with stone, and placed wherever a "snow-slide" appears on the mountain side. These routes of the avalanche as it plunges with resistless force down into the valley can be easily recognized. Everything is scraped from the surface where the mass shoots down, all the boulders, tree trunks, and other debris being deposited in a confused mass at the bottom of the valley. For some distance on each side of the "slide" the trees are broken off by the force of the wind that goes down with the avalanche, this being absent as resistless. These broken trunks can be seen lying far up the slope, the distance dwarfing them apparently into little match-sticks. The railway has experimented with some of these slides and adopted a method of snow-shed construction which inclines the top to the angle of the slide, and puts it right into the plane upon which the avalanche moves. In this way the snow shoots harmlessly over, while the railway passes under the shed as if through a tunnel. These sheds are of the most solid construction, and 2,000 men are engaged in building them, so that all will be com-

pleted by the approaching winter. They are confined to about 18 miles of the line near the summit of the pass, and if built continuously would be nearly five miles long. The slopes of the mountain sides in the Selkirks are much steeper than among the Rockies, and hence the frequency of the slides. The small army that is busily at work in these mountain gorges lives in huts and shanties, and box-cars standing about on sidings adjacent to the scene of operations, and when a gang moves, the "boarding-house" is generally moved with them to the new place. The business of supplying food and materials to all these workmen gives this portion of the railway very active movements.

The Beaver River is followed almost to the summit, when the railway leaves it to take advantage of the cañon of a small tributary stream, coming out of the centre of the range. Then we begin to come upon the snow-sheds and the railway "boarding-houses," the mountain swarming in many places with busy working men. Away up on the peaks, above the "slides," can be seen the glaciers, cut of which come the white streaks that ultimately plunge as mountain torrents under the railway to the stream below. We follow up the cañon, exhaust the little stream, and enter the Rogers Pass. It is a curving gorge cut deeply between two great peaks rising steeply on either hand, their crevices filled with snow. One is Mount Carroll, elevated 5,558ft. above the railway, and the other Mount Hermit, 4,983ft. These monarchs of the pass received their names in different ways. The highest was named after an engineer who accompanied Major Rogers in his exploration but wanted to turn back, when the veteran pioneer said he would name the highest mountain in the range after him if he would only persevere. He did so and was thus rewarded. On the sharply defined top of Mount Hermit there is a pinnacle of rock that looks like a hooded-monk standing erect, while in front sits a little dog in a position of expectancy. Thus came its name. These peaks rise above the pass almost perpendicularly and give a mountain scene exceeding anything else on the line for startling grandeur. When they have been passed the gorge broadens, so that at the actual summit there is a valley about 300ft. wide with level land giving opportunity for a station, sidings, and, strangely enough, a town; for here has grown a mushroom settlement of liquor shops, dancing halls, and the like, with the usual questionable population of a frontier town, all sorts of characters being attracted by the money-making ability of the large force of railway laborers in the neighborhood. They live in frame shanties that will disappear on the attraction that brings their occupants together is withdrawn upon the completion of the railway work. The pass itself is surrounded with great peaks, snow covered, with glaciers between them, and having many little cataracts leaping thousands of feet down their sides. These peaks average about a mile in height above the railway, and they apparently entirely enclose the pass, giving as thorough a mountain view as can anywhere be found. Their tops often take fantastic shapes, as in the case of the Hermit. On one of the mountains the crags form two well-fatted Southdown sheep in perfect reproduction, apparently grazing on the edge of the precipice. On another mountain, called the "Old Wife," is the form of a woman wearing a huge night-cap. Another is a perfect pyramid, and is so called. These Selkirks are remarkable for the curious shapes of their rocky tops.

The greatest mountain of the Selkirk range rises

11,000 ft. above the sea, and was heretofore called the "Syndicate Peak," but has since been named in honour of one of the leading spirits in the Canadian Pacific Railway, to whom I have heretofore referred—Mount Sir Donald. It rises high above the southern verge of the Rogers Pass, and alongside is a great glacier which, joining with another further south, forms the head-waters of the Illecillewet River. This stream runs out from under the icy mass and flows a rapid course over the boulders and *chert* at the bottom of a deep gorge that crosses at right angles, though much below the Rogers Pass. We clambered for two miles up this gorge to the glacier, finding it a vast mass of ice fully a mile wide at the top, with the water flowing out from underneath in several currents, ultimately uniting to form the river. Alongside this gorge the company are building another pretty Swiss chalet for a stopping place, which they call the "Glacier Hotel." Several artists were in the gorge sketching the magnificent mountain views it gives. The railway avails of this ravine and of another that comes into it at right angles a short distance below, to get down one of the pass. The line, by repeated double loops, runs for six miles, descends 600 ft., and accomplishes just two miles of actual distance. Here is an achievement of engineering that it took a railway genius to conceive of and successfully execute. First the line runs southward along the side of the gorge towards the glacier, then it crosses a high ledge and curves back on the other side, ending not far where it started but at a much lower level. Next it curves round into the second ravine, swings across it, and comes back again at 100 ft. lower level, yet only 130 ft. further down the pass. Then it doubles upon itself, and crosses the river, immediately ascending again. There are six almost parallel lines of railway in full view, each at a lower stage, and each made up largely of huge trestle bridges. These are the "loops" of the Canadian Pacific whose fame as a railway feat has gone abroad, and when we look down from the top of the trestle construction, it looks as if the railway was being twisted into the bottom of a great abyss.

The ravine, through which the Illecillewet River flows is closely followed by the railway down to the mouth of the stream at the Columbia River. In a narrow and crooked cañon, the river everywhere within the torrent, thus justifying its name. Frequent falls and many bridges are necessary to crossing the river being crossed no less than 17 times. Each of the upper portion of the line has to be protected from snow slides by the electric wire and telegraph. As we wind down the cañon, a grand view is given of the galaxy of peaks at the summit, with their broad glaciers, the lofty form of Sir Donald rising above the others. Lower mountains, but still enormous, cross the cañon, and make it throughout a cleft cut into the mountain range. Clouds hang about them as the afternoon advances, causing them to keep still higher, and their sides and the bottom lands are covered with the finest timber, including magnificent cedars and the Douglas pines now seen for the first time. It is here that the railway gets much of its materials, and is used for the cutting. When about 20 miles from the Columbia we reach the Allert tunnel, and a deep fissure opens in the rocks and the water suddenly crosses down a cleft and runs east, flowing nearly 300 ft. below the railway, a mighty mass of water compressed into a stream scarcely 10 ft. wide. This strange chasm twists about, and from the train you have momentary

glimpses of the foaming waters far below. When it stops, the passengers rush out to get a better view of the abyss. At another place, nearer the Columbia, there is a second gorge, broader but much similar. The huge mountain known as the Twin Butte is pushed, which has a notch cut in the peak, dividing it into two summits. The vegetation becomes more luxuriant as the Columbia is approached, and many of the trees bear moss, which is said to furnish the winter food for the deer. We make our final crossing to the north bank of the Illecillewet, which has done such good service in guiding the railway down out of the mountain, and then it rushes away from us to end its course in the Columbia. The rows of bordering peaks continue out to the larger river, which flows a broad stream southward between the ranges just the great Mount Begbie. The railway crosses the level forest, where the huge cedars have nearly all been burnt, and comes to this little town of Revelstoke. The scarred stumps of the hollow trees cover the ground which has just been cleared to let the railway through. Great fires have almost destroyed the timber on much of the slopes of the Columbia, these big trees, which are all hollow, being as so many chimneys when the flames reach them. The railway crosses the river and adjacent lowlands on a substantial bridge, nearly a mile long and at 50 ft. elevation to reach its further westward route. Lord Revelstoke's mansions on the Columbia is practically a mining-camp of little wooden houses spread along a single street near the river bank, and began long before the railway came through, as a rendezvous for the gold-hunters. Trains of pack-horses start from here to carry supplies to the mines far in the interior, and the little town has about 500 to 550 population. We halt for the night among the burnt forest trees on the edge of the town, and the journey across the Selkirk Mountain range is completed.

#### XVIII.—APPROACHING THE PACIFIC SLOPES.

##### KAMLOOPS, BRITISH COLUMBIA, SEPT. 16.

The province of British Columbia is no longer a remote and almost uncared-for portion of the British Empire. The completion of the transcontinental railway has brought this distant region within comparatively close neighbourhood of the mother country, and it is now being realized what a valuable colony this is. Her gold and silver, her stores of timber, her cattle ranges and fisheries, and her vast hoards of undeveloped wealth in minerals and agriculture are already impressing the nation with her merits and enormous future possibilities. The province contains a sturdy race, and it is quite probable that had it not been for their urgency the Canadian Pacific Railway might not have been built across the mountains. This was the condition of the province entering the Dominion Confederation, and when the construction halted these people demanded its fulfilment, and finally secured the result. The effect upon the development of British Columbia, by thus opening close communication with Canada and England, has already been marked and will hereafter expand. The pack-horns and the canoe were not long ago the chief methods of transportation on

the Pacific slope, but now they are largely replaced by the railway. The people here are very proud of this, and appreciate keenly their advantages.

Having passed the great mountain ranges, we renewed our westward journey and left the Columbia River to cross the final ridge, the Gold or Coast range, and get to the better-settled parts of British Columbia. The railway to accomplish this goes over the mountains by easy gradients and through a natural pass. It has to rise but 300 ft. from the Columbia River to do this, and the route takes a chance on with the manner in which nature laid out the highway before the railway came along. It is well known that the western end of the railway had its construction begun at the Pacific coast, the building of the line progressing eastward towards the mountains. When this route had been laid out to the western slope of the Gold range, the engineers were puzzled to select the right direction to go to hunt a pass through the range. The story is told that when they were in doubt which of two streams to follow up, they observed an eagle who came flying along, and he took the route by one of them and disappeared through the mountains. They followed him and found a low and practicable route, and it was named the Eagle Pass, and the stream coming out from it the Eagle River. The railway is laid along a succession of lakes and connecting streams that conduct it through the mountains, and by comparatively easy gradients it gets both up to and down from the pass. The region traversed is a gold-producing section, and prospectors and placer miners are numerous, though there are scarcely any other settlements anywhere in the mountains. The valley of a little stream flowing from the southwest is followed for about nine miles to get up to the pass, which is at 1,996 ft. elevation. The Gold range has some snow-capped peaks, but generally they are much lower than the Rockies or the Selkirk, and have more rounded tops, being composed of loose materials, requiring very little difficult rock cutting in building the line. The region is a universal forest in the valleys and upon the mountain slopes, but fires have been everywhere and made a most desolate and forbidding scene, the scorched trunks of the great trees standing up or lying about in confusion over the rough surface. As the road bed has been only recently completed, much work is going on as finishing the sleepers and ballasting the line, and large numbers of Chinamen are engaged at it. These fellows are willing, but it is said they can only do about half the work of a white man, and their pay is three shillings a day. They encamp along the line, usually in tents, and keep good-humoured and jolly so long as they are well fed. They never get any of their wages, those going to the Chinese Company at Victoria that furnishes them to labour on the railway and keeps them fully supplied.

All through this region rain has been unknown for a long time, and everything is dry and dusty. Fires are burning in many places in the forests, and a tall snag, the large cedar trees. These trunks are all decayed and hollow, and set like chimneys when the fire gets into them, and if the tall trunk

falls it carries the flames a long distance. There are large surfaces, however, that have escaped the fire, and much good timber is cut. In fact, the railway is laid for long distances with logs, squared timbers, and firewood awaiting shipment. The labor is very cheap, being but 60¢ a cord, and piled alongside the line. We go through these forests to the summit of the pass, which is the dividing ridge between the waters leading to the Pacific Ocean by the Columbia River and those flowing westward through the Fraser River. At the central summit there is a long and narrow lake of beautiful clear water surrounded by high mountains. This is the beginning of the Eagle River, and the railway route is cut one of the rocky borders of the lake. Its winding shores and overhanging cliffs are very pretty. Then the line follows the Eagle River down the western slope, a succession of long narrow lakes and their connecting streams, the railway seeking one shore or the other as has best presented a feasible line. While the scenery is fine, there is nothing like the startling effects and terrific engineering seen in the other mountain ranges, though possibly the repeated exhibitions of mountain peaks and sensational railway building have caused that sort of thing to pall upon us. Lake after lake is passed, the first being the Three Valley Lake, whose stretches three arms into a narrow gorge in the mountains. The lakes and streams are full of fish, and thousands of trout and salmon can be seen swimming in their clear waters, a great temptation to the angler.

It is in this attractive region that we pass a little station alongside the Eagle River, 270 miles from Montreal, which has been given the sturdy Scotch name of Crisploch. It was here in November, 1885, that Sir Donald A. Smith, in the presence of a small party of railway officials, drove the last spike that finished the railway by connecting the two ends which had been building towards each other from each coast. It is noteworthy in this connection that while the Northern Pacific Railway and spike-driving was made the occasion of a gigantic celebration and had no sooner got home than the then management of the company collapsed, the Canadian Pacific and spike-driving had no such unfortunate result. The great event was modestly done and was modestly celebrated. After it was over I am told that all hands went fishing and had most glorious sport.

The Eagle River leads us down to the Great Shuswap Lake, so named from the Indian tribe that lived on its banks and who still have a "reserve" there. This is a most remarkable body of water. It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. The arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and coves, give beautiful views. The railway crosses one of these arms by a drawbridge at Shuswap Narrows, and then goes for a long distance along the southern shores of the lake, running entirely around the end of the "Salmon Arm." For 50 miles the line winds in and out the bending shores, which will go up and down over the waters and hills, and shadow play upon the opposite banks. The lake with its bordering shores gives a fine remainder of Scottish scenery. The railway in fact, around it leads at different and many times towards every one of the 32 points of the compass.

Leaving the "Salmon Arm" of the lake rather than go a long and circuitous course around the mountains to reach the "South-western Arm," the line boldly strikes through the forest over the top of the intervening ridge. We come out at some 600 feet elevation above this "arm," and get a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand. High mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the Thompson river. The remainder of the route follows the valley of this stream, which gives us pretty a sight as one would care to see of a rich pastoral valley enclosed between mountain ridges. The Shuswap Indian reserve shows some signs of settlement and cultivation between the river and the lake on an extended stretch of lowland bordered by forests. The Indians of British Columbia are said to make better laborers than most of those on the plains, when they will work. They make excellent herdsmen and shepherds on the ranches in these luxuriant valleys, and their little settlements are scattered at intervals along the river wherever they can pick up a livehead.

The Thompson river broadens into the Little Shuswap Lake, and the route is out out of the hill-side on its southern bank. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, haystacks, and good farmhouses on the level surface, while herds of cattle, sheep, and horses roam over the valley and bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold Range on both sides of the railway, and is one of the garden spots of British Columbia. It is in the dry region, however, and everything is parched and dusty, irrigation being necessary. The Thompson river valley is well settled for a long distance, and its ranches sell large numbers of their surplus cattle to the ranching district of Alberta. The people are comparatively old settlers, having come in from the Pacific coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages, with the evidences of thrift that are all around. It is in the heart of this flourishing region that the town of Kamloops is situated. The north fork of the Thompson river comes down from the mountains of Upper Columbia and joins the main stem, and here many years ago, with an eye to Indian trading, the Hudson's Bay Company established a post. The Indian name of Kamloops, meaning the "junction of the waters," was given it, and gradually a settlement grew that now has about 700 population and is the center of the ranching district. It is in a pretty spot. The broad valley is intersected by a river coming into it at right angles. The rivers flow over the plain and finally join. There is both a background and a foreground of bordering hills, and the town stretches along a single street at the edge of the river. At either end the Chinese have set up their special little towns, while the English residents occupy the centre. The railway track enclosed with planks runs along the middle of the street, and this is the footwalk and promenade. Little steamboats are on the river, and a saw-mill is briskly at work. There is a large hotel and a newspaper, and the dwelling-houses are comfortable and in some cases quite fine. It is a prosperous

town, in successful business, and of about 15 years growth, and is an important station on the Canadian Pacific Railway, 2,634 miles west of Montreal.

#### XIX.—DESCENDING THE PACIFIC SLOPE. VANCOUVER, BRITISH COLUMBIA, SEPT. 18.

Nature's highways are carefully followed by the Canadian Pacific Railway in getting down from the Gold Range in British Columbia and through the very rough country to the westward, and finally out to the terminus of the line on the waters of the Pacific. The series of watercourses whose canyons are made use of began with the Eagle River, which ran into the Thompson River, and this then takes the railway to the Fraser River and that to the sea. Below Kamloops both streams flow through deep canyons and traverse a rocky and mountainous region that makes railway building extremely difficult. Startling as was the ride through the Rockies and Selkirk, the carving out of the line upon the steep banks of the deep and winding canyons of the Thompson and Fraser Rivers has also called for great engineering skill, and gives for hundreds of miles a succession of superbesomes and magnificent displays of the art of successful road-making. The line goes through an almost uninhabited country after the Kamloops district is left, and the reason for this is because most of the land is set on end. The river gorges I rank through the northern prolongation of the Cascade Mountain range of Oregon, and although few of the peaks are high enough to be covered with snow, yet they are wild and rugged beyond description. It is at the Kamloops Lake, a beautiful sheet of water into which the Thompson River widens just below the town, that the fine scenery of the canyon begins. This lake is about 20 miles long and a mile or two wide. The river above it meanders in curves as it flows through a valley that is enclosed by parallel ridges of round-topped, furrowed, and water-worn hills, the bottom lands making a good grazing country, with many herds of cattle. The lake spreads across this valley, the bordering hills, however, changing to towering rocks, which become higher as the mountain range is entered. They bear no timber, and the sombre aspect of the cliffs, with the parched brown vegetation, contrasts sharply with the bright green waters. The railway has to be carried on ledges and through tunnels on the southern bank, the views over the lake being beautiful as the route winds in and out, now piercing a tunnel and now lying upon a bridge over some great fissure. A half-dozen rocky ridges stretch across this lake, and have been broken through by the waters so that it presents a series of high promontories and intervening bays. The little village of S'wanas is at the foot of the lake, and below this the gorge narrows and the Thompson River flows out with swift current towards the sea, plunging with mad pace over the successive of rapids at the bottom of the canon. This canon broadens and narrows as the mountain chains approach or recede, and the railway is carried high above the river on the southern side. Where the bottom lands spread out the river winds through them, leaving flats or bars. It is on these, and the sandy outflows of the mountain streams which fell in, that much gold has been found, and both here and on the Fraser River can be seen the gold hunters shaking their "cradles" to wash the sand from the gold dust.

In the bottoms and on the hills along this river

until the gorge runs too far into the mountains the grazing is good, and there are evidences of some settlement, with cattle-herds and horses feeding on the "mud" grass, which looks in its dried condition like much hay. Below this part, however, the rocks become too steep to permit of much habitation, and the few people seen are either Indians or Chinamen, and usually at work on the railroad. Between dirt and sunburn, and the adoption of the cast-off clothing of the white man, the Celestials and the savages are getting to look very much alike. They encamp in tents or in turf-covered cabins, sometimes burrowing their homes out of the hillside, where a log front is put in with a door. Their living is very primitive, and they are about as near the grade of the savage as can well be imagined. Our Chinaman cook on the railway coach looks down with contempt on these Celestials who handle the shovel and pick on the line, and declares their caste is far below his; that they have sold themselves to "Wing Gee," at Victoria; that he gets all their money, and sells them all their supplies at several hundred per cent. profit. In fact, they seem to be held in a sort of bondage by the Chinese factors who furnish labour when large numbers of men are wanted for public works. But whatever may be the arrangement, were it not for the Indians and Chinamen this part of the country would be very short of population. I never saw a place where there was such a lack of white men, and the room for the number of inhabitants to increase is great indeed. The Celestials bring all their home contents with them. We saw several of their little graveyards with red and striped banners flying from staffs set up in them, while the white post put at the grave usually had a red streamer waving in the wind. One banner, it was explained to us, meant, "Man dead;" three banners, "Devil keep off." The question was asked whether his Satanic majesty obeyed this, and the answer came quickly, "Devil no like red flag."

A light bridge deep down in the cañon thrown across the Thompson River, where several roads come together out of the mountains, gives a name to the station of "Spence's Bridge." Here were seen several caravans of the great ox-teams that are used in this country of terrible hills. It is no unusual thing to yoke 12 oxen together to draw one of the big wagons that carry supplies far into the interior. The procession trudges along, making slow progress and a great dust, but strictly obeying the driver's orders. All the settlements in this region were originally made by the gold hunters, who moved about as prospects were good or bad. As the Thompson River cañon gets further into the mountains the gorge becomes deeper and narrower and the scenery ever more grand. The hills are denuded of trees, but some scrub timber grows in sheltered parts of the valleys. The river becomes a wild torrent. The railway has a difficult route, is laid high above the water, and crosses a great number of trestle-bridges over the fissures in the sides of the cañon, while it has to pierce cliff after cliff through tunnels. The sides of the gorge in most places are precipitous, making it impossible to get down to the water's edge. A wagon road is cut into the precipice along the top, high above the stream, and here are seen a party of Indians with their ponies, moving their household goods on the animals' backs. But it seems perilous navigation to go along such a roadway in such a dangerous place, entirely unprotected from falling far down into the abyss below. There the cañon gradually winds its way into the mountains and approaches the highest

peaks, some with snow-rifts on their summits, which border the cañon of the Fraser River. And finally we come to Lytton, a town started by a colony of gold-miners at the junction of the two rivers, but whose occupation has been lost by the bar they were working upon getting washed out. It has a scattered array of little huts and cabins with a few larger buildings, and covers quite a large space on a flat overlooking the two streams. That the town has some age is shown by two neat and partly filled cemeteries, each with a cross surmounting its gateway.

The Fraser River is the chief watercourse of British Columbia, rising in the northern portion of the Rockies, and flowing for about 500 miles before it begins to break through the mountains on its way to the Strait of Georgia. It passes Lytton as a full stream with rapid, turbid current which, when the Thompson River is added, becomes much larger and at times a foaming torrent. It flows through a deep and rocky gorge, but with the slopes and bottoms better timbered than the Thompson River valley. The scenery is, if anything, on a grander scale, and the huge rocks that have fallen into the water have been worn by the action of the elements into forms like towers, castles, and rows of bridge piers with the swift current eddying round them. The cliffs that encompass the river rise for thousands of feet, and in many places stand up like solid walls, or jut out, and almost bar the passage. A pair of such protruding promontories is used by the railway to cross the river on a fine iron bridge, but it has to tunnel one of the cliffs to secure a safe route on the opposite bank. The great number of mountain torrents coming in, and the rocky buttresses that intervene, make the railway for miles a succession of tunnels and trestle bridges, most costly to construct, and compelling endless bends to get a practicable route at all. These obstructions narrow the channel so that the river runs at race-horse speed. Clouds encompass the higher peaks and float along in the cañon while the water boils below. There are intervals, however, when the valley broadens sufficiently to permit a nook where an acre or two of comparatively level land gives a chance for brief cultivation, but this is infrequent. After miles of this wild scenery have been passed, there comes a slight change, and on a level place the town of Yale is built, a settlement of perhaps a thousand people. Below this the railway gets a somewhat easier route, though still among the mountains, and as we run out into parts of the forest where it is possible to lay a straight line of any length, the breath is drawn more freely. The line, since entering the Rockies, has passed through 600 miles of mountain work and is probably the longest piece of difficult railway construction in the world. To build such a substantial roadway through such a forbidding and sparsely-inhabited region shows the wonderful pluck of its projectors. No obstacle has deterred them.

The Fraser River cañon below Yale becomes more of a valley, and its course changes from south to west. There is better cultivation and settlement, but the mountains still overhang us, and the route to the coast is encompassed by them, and laid through an almost unbroken forest. On leaving the dry and arid region of the mountains for the more genial climate of the coast, there is brighter foliage and more luxuriance. The ridges separate and the river broadens, flowing with gentler current now that it has plenty of room. Then it seeks different channels, and flows into the Georgian Strait, with two outlets, its delta em-

bracing a vast surface of rich agricultural land capable of high cultivation. Its shores are moderately settled, but could easily support a much larger population. Northward of the Fraser there is a pretty inlet reaching up a dozen miles into the land, with forest-lined shores and very deep water, called Burrard Inlet. The railway leaves the bank of the Fraser and crosses to this Inlet, where the finished line terminates at Port Moody. This is merely a railway station set in between the hillside and the edge of the water, for it is the intention to prolong the line to the sea entrance of Burrard Inlet at Vancouver, and most of the grading is now done, and the road will be completed next year. A barge is at the Port Moody wharf, unloading a cargo of Japan teas for railway shipment across the continent. A quick transhipment of passengers is made to a steamer, and we sail down the placid waters to Vancouver, the wind blowing freshly from the mountains that are not very far away from the northern shores. The banks of the inlet have several settlements, and timber mills are at work, and I was surprised to learn that one pretty town, with white painted houses and a neat church, was an Indian mission settlement with 300 population, where the Indians were busy workpeople and most exemplary citizens.

Vancouver, or the "Terminal City," as it proudly calls itself, is the youngest town in Canada, and 2,900 miles west of Montreal. It did not exist until within a year, and after it had been started with great vigour a terrible fire in June last burnt it all down, and it had to be started afresh. No better location for a town could well be selected, and it is no wonder, with its advantages of position, that this city of three months' growth is now so busy with axe, hammer, and trowel in expanding itself. Everybody was burnt out at the fire, and everybody is building again. The city stands on a narrow peninsula between Burrard Inlet and English Bay, the peninsula jutting out into the Sound, and thus having a chance for a good harbour on either side, with the town between, on a surface sloping both ways, thus giving good drainage. The northern side, where the inlet sweeps around into a cove, is called Coal Harbour, and here is secure anchorage and deep water clear up to the shore. The end of the peninsula expands somewhat, and is almost surrounded by water, being reserved by the Government for a park, the town standing on the narrower portion. Streets are laid out and a substantial wharf built, and a population of 1,500 are gathered here, the number rapidly increasing. The trade in town lots is brisk, and the city, so far as it is constructed, seems to be composed largely of hotels and real estate offices. This is the land of the "big trees," and a belt of the giants, growing so thickly that they could hardly find room for their roots, covered the town site and had to be cut down. With the exception of a half-dozen all have succumbed, and much of the town-plot is now a rough surface of stumps, logs, and debris of these trees, which can only be got rid of by explosions or burning. Trees six, eight, and eleven feet in diameter have been destroyed, and their stumps are a problem to extract. It is amazing how thick and luxuriantly these giants—cedars, spruce, and Douglas pine—grow. It costs \$100 to \$150 per acre to merely clear the land of them, and their rings show that they have been growing 600 years or more. Men are working to clear them from the streets, and the outskirts of the town, as yet uncleared of stumps

and trunks, looks as if a tornado had been through the forest. One gigantic pine stands solitary in the town, and is said to have been prepared for destruction, but was saved at the intercession of Princess Louise. The townspeople have named the great tree after her. Sections of wood cut across the trees six and eight feet in diameter lean up in front of the houses and are used for sign-boards. The processes of burning are continually going on in the suburbs to be rid of them, and give the sky a lurid glare at night. In fact it was owing to carelessness in this respect that the great fire last June was started. Like much else that is enterprising in the newer regions of Canada, Vancouver owes its "boom" largely to the Scotch. Many of them are veteran pioneers, having aided in opening settlements in Ontario, then removed to Winnipeg, and having assisted in setting that city off on a successful career now come to the Western Coast to renew the process. The Vancouver Chief of Police is a Highlandman of massive build, constructed to rival the big trees of this region, though as yet his active force is not so large as might be thought proper for such a ponderous commander—numbering just five men. But there is every opportunity for its future enlargement, as this "Terminal City" has an ambition as big as her trees, and commensurate with her proud position as the Pacific Coast terminus of the great railway whose tour we have now completed. As may be supposed, the vast stores of timber in the neighbourhood make wood-working the chief industry of this section, so that most of the houses are built of the lumber that is so abundant and cheap, though a fine building stone, prettily mottled with black spots on a gray ground, is found on an arm of the inlet and this is being used in some of the structures. The Vancouver streets have wooden sidewalks, and are paved with planks, where time has been given to get the huge stumps removed. The vigour with which work is going on shows that the place will greatly expand in a short time, for the noise of the builders is universal, and neat wooden houses spring up almost with mushroom growth. In this respect Vancouver is much like a newly-born American frontier town, and the fact that American money is the general currency used adds to the illusion. This shows the dependence the whole Pacific Coast of the Dominion has heretofore had upon California as a base of supplies and a mode of communication with the outer world. The completion of the railway will tend to change this; but Vancouver, with her big hopes, may find both the Anglo-Saxon nations contributing to their realization. From the proposed city park or public square, in the centre of the town, at the topmost point of the elevation of land between the two harbours, the outlook is lovely across the placid waters bordered with forests, and having mountains beyond. Nestling on the opposite shore about three miles away is the attractive little Indian mission village, its white houses and diminutive church spire glistening in the sunlight. At this central point of grand outlook the railway is constructing a fine hotel, to accommodate the rush of tourist travel expected to pause here before braving the Rocky Mountain railway transit, or taking the long passage across the ocean. Almost beneath the prospective windows of the great hotel of the future lies the magnificent roadstead, and hereafter, when it bears the great commerce it is capable of accommodating, the "Terminal City" will become a metropolis of the Pacific Slope.

## XX.—THE ISLAND OF VANCOUVER.

VICTORIA, BRITISH COLUMBIA, SEPT. 20.

George Vancouver, the famous navigator, was the earliest conscientious explorer of the coasts of British Columbia. He had served as a midshipman under Captain Cook in his Pacific Ocean voyages, and when the Spaniards yielded their possession in the neighbourhood of Nootka Sound to the English he went thither in 1792 to receive the surrender from Quadra, the Spanish commander. Afterwards, Vancouver devoted several years to carefully surveying the coasts and intricate inland channels for about 2,000 miles along the Pacific shores of America, from about 30deg. North latitude up to the Russian possessions. For many years the largest island on the west coast of America bore the names both of Quadra and Vancouver, but the former fell into disuse. The various channels and straits with the larger islands of this interesting region still hold the names the famous navigator gave them. Vancouver Island is about 275 miles long and 85 miles broad in the widest part, with an average width of 50 miles, and it covers an estimated surface of some 15,000 square miles. It represents, with the myriads of other islands of all sizes and shapes that are in the adjacent waters, the peaks and highlands of a submerged mountain range running parallel to the great ranges of British Columbia, and in some respects a prolongation of the Cascade and coast ranges of Oregon. Through the island there extends a line of bare and rocky mountains, having an average elevation of 2,000ft. to 3,000ft., but rising towards the southern part to peaks of 6,000ft. The coasts of the island are abrupt and rocky with great cliffs and promontories jutting out into the surrounding seas, so that they are much indented with bays, and many smaller islands adjoin the main land, particularly on the western side. The two largest of Vancouver are comparatively flat, and most of the settled portions are at the southern end, where Victoria is situated, and in the region around the coal measures of Nanaimo on the eastern coast. Among the many islands in the archipelago which makes up almost the whole of the Georgian Strait and other seas and sounds between Vancouver and the mainland is San Juan Island. This rockbound region, lying to the eastward of the lower end of Vancouver, played an important part in the boundary disputes between England and the United States, now happily settled. Forty years ago, when various dormant claims were revived and the States demanded a higher northern boundary for Oregon, the political war-cry in American elections was, "Fifty-four forty or fight." The result, however, was neither the one thing nor the other; there was much disputing and an ultimate settlement upon the present boundary of 49 deg. North latitude, with an imaginary line among the islands in the Georgian Strait, distributing some on one side and some on the other. But ultimately a foraging pig and a stubborn settler got the two countries by the ears in the notorious "San Juan controversy," which lingered several years before settlement. This island was used as a sheep pasture by the Hudson's Bay Company, then the masters of this whole region, and their herders kept a few pigs. An American came over from Oregon and set up an establishment on a point of the island, since called from him Hubbs's Point. One of the Hudson's Bay pigs foraged in Hubbs's

garden, and he is said to have shot it and threatened to shoot its owner. The latter appealed to the Company—so the story goes—and they prepared to drive out the American. But he was too quick for them, and got General Harvey, commanding in Oregon, to send a company of soldiers over, who took possession, set up the American flag, and claimed the island as part of the United States. Two British war vessels went over to shell them out, and it looked for awhile like warm work, but there was no outbreak, owing to the judicious forbearance of the English Admiral and General Harvey, and for several years there was a joint occupancy, British Marines holding one end of the island and American troops the other. Finally, the Emperor of Germany was selected as arbitrator, and the island awarded to the United States, the boundary line dividing the Archipelago being run with exactness.

The island of Vancouver, from an artistic standpoint, is highly attractive, but much of it will only entice the tourist and not the farmer. The numerous lakes among the mountain ridges, the promontories, capes, deep bays, and pretty islets, give an endless variety of charms of scenery. There is, however, good cultivation in the neighbourhood of Victoria, and the most luscious fruits and vegetables are easily raised. Like nearly all of British Columbia, it needs population for proper development. Its coasts have good harbours, the best known being Esquimaux, adjoining Victoria on the westward, one of the chief havens on the Pacific and a British naval rendezvous. Departure Bay and the adjacent harbours of Nanaimo on the eastern coast, about 75 miles northward of Victoria, are bituminous coal-shipping points, which supply nearly 200,000 tons annually for general export. These coals are sold at 10s. to 16s. per ton at the pit's mouth, and go to all parts of the Pacific. The Strait of Georgia, to which I have referred as separating Vancouver from the mainland of British Columbia, varies from an inconsiderable width to 25 miles, and contains innumerable islands. It is a part of the vast inland chain of navigable waters stretching from Oregon up to Alaska. This is a wonderful length of water-courses, winding almost endlessly for thousands of miles along a network of islands, peninsulas, rocks, and promontories unruined by any ocean swells, and at every turn presenting new beauties of scenery. This vast chain of inland passages fronts the entire Pacific coast of British Columbia, giving every facility for coast-communication either by the largest or the frailest vessel. Beginning at the southern extremity with that charming entrance from the sea between Vancouver and the States, named after the ancient Greek who is supposed either to have dreamed about it, or else said it ought to be here—the Strait of Juan de Fuca—these placid waters are prolonged to Puget Sound for some 230 miles inland. Of this sound and its advantages the American Commodore Wilkes, who explored it about 30 years ago, reported to the United States Government, "I venture nothing in saying there is no country in the world that possesses waters equal to these." He adds that not a single inlet which can in any way interrupt navigation by a 74-gun ship; that the shores of all the inlets and bays are remarkably bold, so much so that a ship's side would strike the shore before the keel would strike the ground, and that the rise and fall of the tide, about 18ft., affords every facility for the erection of works for a great maritime nation. Northward for over 1,000 miles from Puget Sound there is a great salt water river upon which

regular steamer lines sail to Alaska, and this route from Victoria has become the latest fashionable tourist trip by Americans from both sides of the boundary.

Leaving the very youthful but expanding town of Vancouver, we started for a pleasant sail upon the smooth clear waters of the Strait of Georgia for Victoria. The steamer, moving with the rapid tide, which runs at eight or nine knots an hour, passes swiftly by the bold shores bordering the Narrows at the entrance of Burrard Inlet. The waters are covered with Indian canoes, where all hands, men, women, and children, are fishing for salmon. This is the great Indian occupation at this season, and all about this extensive region of inland waters the canoe is the family carriage of Indian and white man alike, for the smooth surface makes it as safe as the deck of the great steamer. These are the lands of the Hydah and the Timpsean and the Siwash. They were once great fighters, and came out in their 80ft. canoes and had naval battles that would have done honour to more civilized races in their deeds of bravery and carnage. But now the Hydah is said to have adopted most of the vices of civilization, varied with skilful fishing, and many of the others are respected sons of the Church and packers of salmon for shipment to all parts of the world. These formerly warlike races have become peaceable, and they are quite willing to work for the money of the white man. In fact, they are better Indians than the painted and bedizened paupers who live on the Government bounty back on the plains. The great "Siwash stone," which was viewed with superstitious awe by these savages, stands just at the entrance of Burrard Inlet, a huge isolated rock, with trees growing from the top. Here was the temple of offerings to their gods to propitiate favour for the predatory expedition or the fishing or hunting party. The relics of these Indians were once numerous, and particularly the "totem pole," the heraldic staff on which months were often spent in elaborate ornamentation. These "totems" exhibit fine wood carvings and painting, and were made to contain the cremated remains of the chieftain whose achievements the decorations commemorated. They were set up as monuments, and were often of great length, bearing figures representing the history and legends of the tribe. The genuine "totems" are becoming scarce, however, but their place is amply filled by an extensive supply displayed in the shop windows of poles of modern manufacture, and decorated by enterprising Yankee ingenuity in this later day with designs and colours often far more gorgeous than the originals.

We pass out of Burrard Inlet, and the gray mountains of Vancouver Island are seen rising in front of us, and the prow turns southward through the Strait of Georgia. As we steam along these bold shores rise prominently on the right hand, while to the left are the great forest-covered mountain ridges of the British Columbian coast, running down to the water's edge, and having between them an extensive series of deeply indented inlets and sounds. Behind them are the still higher peaks of the Cascade range, stretching northward as far as eye can see. But to the southward the land gradually falls away to a level at the delta caused by the double outfall of the Fraser river and the low but fertile islands it encloses. To the south-east is seen the magnificent peak of Mount Baker, in the States, just below the boundary, rising far away, a perfect gem of a mountain, entirely covered with snow, upon which the western sun shines brightly. The fertile delta

of the Fraser river, to which I have before referred, is a region of great agricultural richness, capable of sustaining a much larger population than now occupies the land. Its yield of fruits and vegetables is prodigious, and there is steadily poured upon it the rich soils scoured out by thousands of miles of mountain torrents. All it needs is a market to dispose of its produce. The Fraser is also the great fish-canning region of Oregon, and sends thousands of tons of packed salmon away, much of it to England. The Indians catch the fish and the Chinese clean them, and both profit by the work, which is now at the height of its season. Extensive arrangements are making for the export of fish and fruits in refrigerator cars and vessels by quick transit between this coast and England, a trade that will be of great benefit to Victoria and New Westminster, the flourishing town near the mouth of the Fraser. Having passed this rich delta, the steamer sets over towards Vancouver Island, and is soon threading a maze of smaller islands of all shapes and sizes with the most beautiful channels between them. They generally have high rocky shores and are covered with trees. Settlers are few, there being an occasional cabin of an Indian or an eccentric white man who prefers solitude, broken only by the company of a few sheep. We thread this maze for miles, and finally get between the archipelago and the Vancouver shore, which rises as a dark gray threatening mountain ridge, tapering off as the southern end is approached. There are few channel marks or beacons, although the whole region has been accurately surveyed. The ship channel from Nanaimo down is reasonably well marked, but it is thought an improvement will be made, as both the military and naval authorities have recently turned their attention to these waters. The completion of the railway having opened the new military route from England to the West, the coasts are being examined to select suitable sites for fortifications, and it is thought that an extensive military establishment will be created at Esquimalt, in which both England and Canada will join.

Night falls after a most beautiful sunset seen over the Vancouver mountains. Dash fires are burning here and there, making smokes, and soon the bright electric lights are seen from the masts in Victoria, shining over the long jutting point of land around which we go into the harbour—a perfect gem of a little basin, but quite diminutive. The inner harbour of the town seems to barely have room enough for one of the big Atlantic liners to turn round in, but the outer harbour and wharves give better accommodation. It does not take long in Victoria to convince one that, although the Union Jack flies over the "Government House," he is in an essentially American town. The first experience is the gauntlet run of wild and vociferous hawkmen and hotel touts, evidently an offshoot of the New York and San Francisco species. Then the United States money is the universal currency, some of the Canadian species, although this is a Canadian town, being looked upon with doubts (and discounts) by most of the townspeople. The generous supply seen everywhere of "saloons" and "sample-rooms," where liquor is copiously dispensed, and the numerous hotels of all grades, with unflinching characteristics of Californian origin, help to give the same impression. We have also got among a race of tobacco-chewers, requiring the presence of innumerable cuspidors in public places. The steam fire-engine runs to the fires, for which, as in American frontier towns, many

wooden houses furnish fuel frequently, and the American flag actually floats from a larger proportion of vessels in the port of Victoria than is usually seen in the port of New York. These signs, joined with the favour which the people show to the American transcontinental railway lines, add to the American symptoms that break out copiously. Yet the town is in reality a cosmopolitan community, as a brief walk about the streets will testify. It has all the English races and many Americans, and French, Germans, and most other Europeans in business and on the highways, with Jews and Gentiles of all kinds, not forgetting a large proportion of Indians and Chinese. Few cities of 12,000 people, which is about the present population, can show a greater variety of races. In reference to occupations here, a British Columbian guide-book mentions that Victoria has eight physicians and ten barbers, and adds:

There is a large dispersion in some callings. For instance, there are 10 breweries and wholesale liquor establishments and 43 retail bars, besides 22 grocery stores where liquor can be sold, but there are only two book stores. This plenitude of liquor, however, speaks well for the climate, for in spite of these establishments and of four stores specially devoted to the sale of firearms, there are only two undertakers. . . . There is a telephone company, four brass band associations, and a lunatic asylum.

Yet with these various supplies of certain kinds of characteristics, it must not be overlooked that Victoria has its handsome theatre and a complete club, excellent schools and charitable foundations, and many churches, and that its people are hospitable and sufficiently enterprising to sustain four daily newspapers.

I have spoken of the Chinese, and as our westward journey has progressed the impression has been the more strongly made upon me that this Pacific Coast could hardly get along without them. The Chinamen in Victoria perform almost all the domestic duties. They are the cooks and chambermaids, take care of the family washing, and do all the chores about the house. They labour at gardening, saw wood, run errands, are maids-of-all-work, and make themselves generally useful in this new land, where it is almost impossible to get white servants for any price. "John Chinaman" nurses the baby and pushes the child's perambulator about; is submissive and obedient; content with small wages, and generally fills the places of the under servants, who are almost unknown here in any other race. Yet there is a violent prejudice against the Chinese among various classes, and it is not unusual to find an effort to attract custom by advertising that "no Chinamen are employed." There are few Chinese women here, but "John" fulfils the duties of the man and woman servant alike. Were he driven out it would go hard with many industries, and although in the collective form, when the race gets together in any part of a town, they are very offensive, yet while separated they give individual satisfaction. "John" is the great tea-drawer of this coast, selecting and drawing the teas with consummate skill, so that under his manipulation it has become a universal beverage. He is also said to be a skilful tea-purloiner from the family chest, and has to be watched on this account. The Chinese like nothing better than to have their little assemblies, when each man produces his package of stolen tea, and they draw and discuss it as if it were a wine of the rarest vintage. They have their newspapers, too, in Victoria, and the bright red "bulletins," printed with black characters, are posted upon the large buildings of "Chu Chung

and Co.," on one of the main streets, with crowds of Chinamen around them anxious to learn the latest intelligence. They move about the streets in large numbers, their pig-tails hanging down their backs, and their shops and wash-houses are dotted all over the town, while in Chu Chung's section they have quite a settlement. It is evident that the Celestial has quite as much to do with Victoria as any of the white races, and it would be hard to obliterate him, so interwoven has he become with the work and comfort of the place.

The British ensign, bearing the letters "H.B.C.," floating from a tall mast in front of a substantial building down by the inner harbour, proclaims the origin of Victoria. A good while ago the Hudson Bay Company established a stockaded post here for fur trading, and called it Fort Victoria. In time there was a small settlement, which suddenly expanded when the excitement caused by the gold discoveries on the Fraser river brought here the great mass of pioneers, miners, and adventurers who had been previously drawn to California. The vast human tide rushed into the mountain region by every possible conveyance, and then most of them moved back again. The flowing and the ebbing currents made Victoria. At one time in the winter of 1858 it was estimated that 30,000 people were encamped around the fort, thus opening the career of a great city of tents and cabins dropped among the forests and by the water side, and having a population that was constantly changing. The gold excitement passed away, but it left a town on the banks of this pretty little gem of a harbour, and it soon became the most considerable settlement on the Northern coast. A quarter of a century of life has replaced much of it with substantial buildings, and it has a good business, though complaining of much dullness at present. The completion of the Canadian Pacific Railway and its close connexion with San Francisco, Tacoma, and Portland, Oregon, the terminals of the other transcontinental railways, give Victoria an important position, and make it one of the chief cities of the Pacific coast.

A granite shaft set up in front of the Government House, which overlooks the inner harbour, preserves the memory of one of the pioneers of this coast, who did much to firmly establish British interests here, Sir James Douglas, who was the Governor of the province from 1851 to 1861, and one of the chief streets is also named after him. Out from the harbour a fine view is had to the southward, over the Strait of Juan de Fuca, of the Olympic mountain range in the States. The suburbs of Victoria are extensively occupied by the residential portion of the town, the people living in comfortable villas surrounded by little gardens, their wooden houses covered with foliage and flowers of every hue, while vegetables and fruits grow in luxuriance. The large open windows and verandahs show the semi-tropical nature of this genial climate, which from March until November is like a perpetual spring-time, while in winter the temperature rarely falls below 40 deg. Yet even this has its drawbacks, for a steady sly of blue means absence of rain, and all the roads are deep with dust. These roads are among the finest in the Dominion—excellent macadamized highways, kept in the best order, and winding about the suburbs in every direction, bordered with villas and gardens, or also lined by forest trees and an almost tropical wealth of vegetation. They give grand views out over the harbours and many water-

ways that run far up into the land. One of the prettiest of these highways leads to Esquimaux Harbour, which is westward of Victoria Harbour, and separated from it by a tongue of land. Here is a natural haven of great advantage, completely land-locked, about three miles long and from one to two miles wide. Most of the waters around Vancouver Island are too deep for convenient anchorage, but it is not so with Esquimaux. Nothing could have been patterned that would better please the sailor. It has excellent holding ground of a tenacious blue clay and an average depth of from six to ten fathoms. This beautiful sheet of water is surrounded by forest-covered hills, and the white-painted hull of Her Majesty's ship *Triumph* was seen through the trees, moored at the anchorage. There is a naval hospital on the bank, and also some other Government buildings. The Dominion authorities have nearly completed a fine craning dock 40 ft. long and 90 ft. wide at the entrance, with a depth of 20 ft., so that there will be no lack of naval facilities befitting the enhanced importance of this station. A fine canal-boat, found on one of the neighbouring islands, is used in its construction. A railway 72 miles long lies on Esquimaux and the coal-pits of New Britain is almost completed, and will open for the next month. This is the only railway on Vancouver Island, most of whose grown-up people never saw such a road before. Out beyond the shelter of Esquimaux, the Race Point Light has its friendly guidance to the mariner seeking port; and beyond is Cape Flattery and the Pacific Ocean, the limit of the Dominion of Canada towards the setting sun.

#### XLII. THE CANADIAN PACIFIC RAILWAY. PORT MOODY, BRITISH COLUMBIA, SEPT. 21.

During four weeks of steady westward travel we have crossed the Dominion of Canada from the Atlantic to the Pacific Oceans and now turn again towards the rising sun. Most of the tour has been over the lines of the Canadian Pacific Railway, and the completion of that great national work alone made the greater part of the journey possible. Step by step as the Dominion was traversed the railway route and adjacent country have been described, but the story of the development of this great railway itself has not yet been told. Before boarding the "Atlantic Express" for the long eastward transcontinental journey an opportunity is afforded in which to tell it. The Canadian Pacific Railway in the aggregate may best be described as the binding link of the Canadian Confederation. It was planned to unite the widely-separated provinces of British North America, and its prospective construction was one of the conditions on which the Dominion of Canada is based. From the outset, liberal assistance was given to the enterprise by the Dominion Government; while the Imperial authority in London regarded it with ready favour as a great national work, not only for Canada, but also to secure closer and more effective communication between important portions of the British Empire situated in opposite parts of the globe. The railway route from Montreal to Vancouver covers 2,509 miles, or 762 miles less than the railway across the United States between New York and San Francisco. From Liverpool to Vancouver by the Canadian Pacific route is 5,169 miles, while from Liverpool, via New York, to San Francisco by the Union and Central Pacific Railways is 5,880 miles—the

Canadian route being the shorter by 720 miles. Extending this comparison across the Pacific Ocean to Yokohama, the Canadian route from Liverpool is 9,546 miles, or 880 miles less than by New York and San Francisco. This saving of time and distance, added to the fact that the Canadian route is entirely under British control, gives advantages that all Englishmen will recognize. The newly-completed railway is a bond of union in the great British Empire extending far beyond the boundaries of Canada.

The Canadian Pacific Railway Company was chartered by the Dominion Parliament in February, 1881. Previously to that time a portion of its lines existed as partially-completed Government enterprises in charge of the Canadian Minister of Public Works. Seven years ago the projected railway was estimated as requiring 2,000 miles to be constructed westward to the Pacific Ocean from the existing railway system of the Province of Ontario at Chalkville, on Lake Nipissing, and Sanford Fleming was then the engineer in charge of construction. Sir Charles Tupper, who was Minister of Public Works, reported on June 30, 1879, that there were 274 miles of railway in operation and 435 miles under construction, about \$11,500,000 having already been expended and contracts made involving some \$9,000,000 more. Work was being done upon three sections of the line, the westernmost being between Winnipeg and Lake Superior. The anticipation then was that the through railway might be completed by the spring of 1881. The company was afterwards chartered with \$100,000,000 authorized capital, and \$5,000,000 was subscribed and paid in. Sir George Stephen, of Montreal, was made president, and has continued at the head of the enterprise ever since. At the close of 1883, when the company got fairly into operation, there were 167 miles of railway completed, and 299 miles more from Ottawa westward to Lake Nipissing had been located to give a route from the capital of the Dominion to the point where the charter made the new line begin. Westward from Lake Nipissing to Thunder Bay, on Lake Superior, a distance of 600 miles, but little work had been done, and in fact this section was among the last completed. From Thunder Bay further westward to Winnipeg, 225 miles, the railway was finished in 1882, and 260 miles more still further westward from Winnipeg were also then completed, leaving a gap of 700 miles to the Rockies. Nothing had been done on the mountain section, and the Canadian Government was at that time constructing as a public work the section between the mountains and the Pacific Ocean. The Government had also some time previously finished the Pembina branch, extending 65 miles southward from Winnipeg to the United States boundary.

In chartering the railway Canada imitated the policy of the United States Congress towards the earlier Pacific railways by giving both a money and land subsidy. It promised \$25,000,000 subsidy in money and also 25,000,000 acres of land along the route west of Winnipeg to the Rockies, to be available as short sections of the line were built. It also authorized the company to mortgage its land grant for \$25,000,000 at 5 per cent. for 50 years to raise more money, and in addition to issue a mortgage on the line as completed, at the rate of \$10,000 per mile. The small beginnings of the great railway are shown by the initial financial statement for the year ending June 30, 1881, when it had \$388,527 traffic receipts, \$347,116 operating expenses, and \$11,311 net

earnings. The charter gave the company very large powers, including the right to build branches, open telegraph lines, and establish steamer lines from its terminals. By the close of 1882 there were 1,770 miles of railway acquired or built, and the company had then issued \$20,000,000 land grant bonds, depositing the proceeds of their sales with the Government, which allowed 4 per cent. interest thereon, and paid the principal back to the company as the railway construction proceeded. The remaining \$5,000,000 land grant bonds were held by the Government as security that the company would fulfil its agreements. It had at that time sold over 6,000,000 acres of lands, and with part of the proceeds redeemed nearly \$1,000,000 of the land grant bonds. Over \$15,000,000 had then been expended on construction, and the traffic receipts for 1882 had increased to \$3,344,852, and the net earnings to \$882,029.

The railway at the close of 1883 had built or acquired 2,117 miles of the main line, and on November 1 of that year the Government guarantee of 3 per cent. dividend annually on the share capital for 10 years became operative. In addition to the main line, over 1,000 miles of branches had been acquired or built, and the capital stock issued was increased to \$65,000,000. In 1884 the Ontario and Quebec system of railways was leased in perpetuity, making the eastern limit of the line at Quebec. There was also established a steamer line on the Lakes to cover the unfinished gap in the line north of Lake Superior. This gave a complete route by rail and water from Quebec to the Rockies. The Government gave an additional benefit by loaning \$22,500,000 during 1884 to aid construction, which had so far progressed that an engagement was then entered into that the main line should be completed by May 31, 1886. At the close of 1883 over \$78,000,000 had been expended on the line, and at the close of 1884 this had increased to \$112,000,000. The great work was finally completed across the Continent in November, 1885, when the last rail was laid, and the line being equipped during last spring, the through train service was begun in June, the first train leaving Montreal on the evening of the 28th, and arriving at Port Moody, on the waters of the Pacific, on July 4, after a journey occupying 136 hours. The line on the Lake Superior and Rocky Mountain sections embraces, as I have already shown, some of the most difficult railway work ever undertaken. The gauge is the standard of the United States—5 ft. 6 in.; and the aggregate mileage of the company is 4,333, including the leased lines. There are additional lines now projected to secure eastern winter terminals at Halifax and Portland, Maine, and also to make branches in the North-West Territory and on the Pacific coast.

The company last spring made a new financial arrangement with the Canadian Government, which came into complete effect July 1, by which, through the negotiation of its First Mortgage Five per Cent. Bonds at 104 in London, it secured money to pay part of its Government indebtedness, lands at \$1500. per acre being accepted to repay the remainder and also the interest due thereon. It thus honourably discharged all its Government obligations, repaid the money loaned to it five years before the debt was due, and completed its contract for building the railway in half the time stipulated. Says the last annual report of the company:—

In the future it will neither expect nor need anything from the Government but fair treatment, and earnest and judicious effort in the pursuit of work of settling up the

country, developing its resources and promoting the general prosperity of the whole people of the Dominion; in all which it will have the hearty co-operation of the company.

Briefly stated, the gifts made by the Dominion to secure the consummation of this great work were \$25,000,000 cash subsidy, 712 miles of Government railways previously constructed at an aggregate outlay of about \$35,000,000, and also 25,000,000 acres of lands. The other loans and advances made were repaid, and there still continues the guarantee of 3 per cent. annual dividends on the share capital until 1893. Having completed the line, excepting the short link between Vancouver and Port Moody, which meets some temporary local obstructions, and made final settlement with the Government, the total capital liability of the Canadian Pacific Railway now stands approximately at \$126,881,015, made up of \$65,000,000 share capital, and the remainder bonded debt and capitalized losses. There are \$35,000,000 First Mortgage Bonds, chiefly held in England (where, in fact, most of the capital has been secured); the Quebec Province is creditor for \$3,500,000 on account of railways bought; there are \$1,823,333 Canada Central Railway bonds, and the losses capitalized at 5 per cent. amount to \$21,560,680. The annual fixed charge for the loans of the company is \$3,110,434; 5 per cent. being paid on everything but the Canada Central bonds, which bear 6 per cent. interest. The financial statement for 1885 showed \$3,253,493 gross receipts, \$3,143,276 expenses, and \$1,225,217 net earnings. The railway and its transcontinental telegraph system was then completed, and the company had \$12,267,254 in deposit with the Dominion Government to provide for the 3 per cent. guaranteed dividend for 7½ years to come. It also held about 14,734,000 acres of farming land along the line, which were being offered for sale and were subject to \$3,612,590 outstanding land grant bonds, the portion of that issue yet unloaned. It had large grain elevators, as I have already described in the course of this tour, at Montreal and the lake ports; equipment had been liberally provided; and arrangements were being perfected for connecting steamer lines on the Pacific coast. It was also building its own bridge across the St. Lawrence at Lachine, near Montreal, and extending its branch lines on both sides of the river, as well as throughout the vicinities of Montreal. For the current year the company's gross receipts during seven months ended with July last have already been reported, amounting to \$3,153,000, the expenses to \$3,063,364, and the net earnings to \$1,791,337. The increased net earnings compared with the corresponding period of 1884 are \$191,850. The transportation of materials for construction are included in these accounts, but are much less this year than in 1884.

In addition to the gifts of money, lands, and completed railways made by the Dominion Government, other valuable advantages have been given the Canadian Pacific Railway. All the lands used in construction for roadbed, stations, yards, and water frontage at terminals have been a free gift, while the Dominion Government admitted free of customs duty all rails, timbers, and other materials imported for the building of the railway or telegraph lines. The charter also gave the company a monopoly for twenty years of the territory between its lines and the United States boundary by prohibiting during that period the building of lines there by other parties excepting roads running south-west, and they are not permitted to

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approach within 15 miles of the boundary. The company's properties of every description, and also its capital stock, are for ever exempted from all national or local taxation; and this exemption is further extended to the land grant for 20 years, unless the lands are sooner sold or occupied. The company may take from the public lands such stone, timber, and other materials as they wish to use in construction. They are authorized to establish 'fair tolls' by concert with the Government, and the charter prohibits the reduction of these tolls either by the Government or by Parliament "below such rates as would afford a profit of 10 per cent. per annum on the capital invested." The grant of such great privileges as these is unusual, but it was necessary to get the work undertaken at a time when the project of building a railway over the difficult and almost unexplored mountain ranges of British Columbia seemed chimerical.

The route of the Canadian Pacific Railway, as I have shown in describing this tour, goes through a region of widely diversified characteristics. The first 350 miles, carrying the line westward from Montreal to Lake Nipissing, is through an old and well-developed country, and commands the immense timber traffic of the Ottawa River Valley. The next 1,000 miles reaches the edge of the great prairie east of Winnipeg. This section is developed only in portions. It passes through extensive forests and also valuable mineral lands abounding in copper, iron, and silver. The population is sparse, however, especially in the portions north of Lakes Superior and Huron. For 900 miles westward of Winnipeg is a prairie, either flat or rolling, one of the finest agricultural regions in the world, and being gradually developed by opening branch railway lines and the expansion of the many towns and villages that grow up at favourable locations. The settlement of this region was begun before the railway came along, but opening the line gave it a great impetus and started many new villages. In this district nearly the entire land grant of the railway is located, and the rich soil extends to the bases of the Rockies, gradually changing in character as we go westward from agricultural to grazing lands. The remainder of the railway is over a rough country, traversing the various mountain ranges, where there are immense forests and magnificent scenery, but slight attempts as yet at agriculture, though there is a fine grazing region at Kamloops and good farming lands along the Lower Fraser River. It will thus be seen that the railway is constructed through every variety of country, and that it serves all kinds of traffic interests. In making the roadway, as has been heretofore explained, the mountains are crossed at a lower elevation than upon the Transcontinental line in the United States, and the mountain gradients, with a single exception, are easy. The average mountain gradient does not exceed 66 feet per mile, though on portions of the slope 116 feet per mile is reached, and in one section of seven miles and a half, at the summit of the Rocky Mountain range, there is a gradient of 212 feet to the mile, requiring the use of extra locomotives in aiding the ascent or retarding the descent of heavy trains. By boring a tunnel and the construction of the line on a different route this excessive gradient may be avoided; but the work will be costly, and though in contemplation by the company, yet not being made necessary by the present traffic, its completion has been postponed.

The manner of construction of the Canadian

Pacific line is admirable, and exceeds in stability and completeness most of the newer American railways. The best materials have been employed, and, having had command of unlimited supplies of the finest timber and stone, all portions have been made substantial and strong. The numerous bridges and trestles are built in the strongest possible manner of the largest timbers and most ponderous trusses and beams. The tunnels have been excavated both wide and high. The ballasting is good, except where work still proceeds on portions of the mountain section, which, however, is expected to be finished before winter. The passenger equipment for all classes is comfortable, and in the sleeping and feeding arrangements as complete as is possible to obtain on any American railway. Taken altogether, the building of the Canadian Pacific Railway, in the face of all the difficulties and obstacles that have for years confronted the work, was a stupendous enterprise most successfully performed. The investment of British capital mainly, with some from Canada and New York, made the enterprise possible. The Canadian Government gave princely gifts, but in return has got something that makes the Dominion a great nation within herself, by linking together her widely separated provinces; and also gives the mother country a durable bond of Empire. How vastly important does this route become when British interests on the Pacific are considered. The manager of the line tells me that he will undertake, with the present equipment of the railroad, to transport eight thousand armed men a day, with their luggage and appurtenances, from the Atlantic to the Pacific; that he can continue this for a week, and that in no case will the transit occupy more than a week. What an aid is thus given Her Majesty's Government in any Oriental complication. Fifty thousand men, with their artillery and baggage of all kinds, can be started from England and within two weeks the advanced guard will arrive on the Pacific coast, and in three weeks from the time of departure all will be there. Such an advantage is inestimable, and it shows the benefit of this great enterprise from the national standpoint. During a few years past some portions of the British Empire may have been making more noise, and thus attracting greater attention, but is quite probable that wise statesmen hereafter will concede that the Dominion of Canada, by her quiet, resolute work of completing this railway, has accomplished one of the best achievements of the time. Within Canada, while Sir John MacDonald's Government and Parliament have done everything to forward the enterprise, yet the practical labour itself has been mainly performed by a combination of shrewd business-men, known familiarly as the "Syndicate."

## XXII.—SOME PERTINENT REFLECTIONS.

PORT ARTHUR, ONTARIO, SEPT. 25.

During four days' steady railway progress we have come eastward 2,000 miles through the mountains and over the prairie, from the Pacific Ocean to Lake Superior. The journey has given opportunity for some reflections upon the influence the building of this great trans-continental line will have upon Canadian development. I have heretofore written of its national benefits both for the British Empire and the Dominion. There appears to be no difference of opinion in Canada on the sub-

ject of the advantages of the new railway as a means for opening the Great North-West Territory and British Columbia to the world at large; but there seems, nevertheless, to exist among the people, or, at least, a portion of them, a question as to whether, in the words of the late Benjamin Franklin, they have not "paid too dear for their whistle." The railway company was given in cash subsidies and completed railways £12,000,000, estimating the latter at their cost to the Government. The land gift at 4s. per acre would be £5,000,000 more, and is so estimated by some Canadian critics, though it must not be overlooked that land is worth nothing without settlers and means of access to the outer world, or, in other words, that it has only been the building of the railway line that has given much of the land grant any value at all. There is no doubt that the Dominion Government has been most generous in its treatment of the railway company; and in Canada the subject still discussed in some circles is whether this generosity has been more excessive than was actually necessary, and whether the finishing of the road was not pushed too fast and hence too expensively, in order to secure its completion in 1886 rather than in 1891, as was previously intended. These are matters, however, that can well be left to Canadian politicians for debate, and, in the absence of other fruitful topics for party discussion, they probably serve the present purpose. In the meantime, the railway is finished in 1886, and whatever good it is destined to do can begin now, and the Dominion have five years' advantage. Possibly by 1891 they may find things getting on so well that they will be talking about (or mayhap building) a second trans-continental railway. All this controversy over Pacific railway construction was long since fought out in the United States. Money and lands were given without stint to push through the American railways to the Pacific. There are about £13,000,000 of Pacific railway debts included in the American national debt, which the Government guarantees principal and six per cent. interest, and which no one expects these roads to reimburse further than probably a portion of the interest. The people do not like the idea of paying the principal, but that has long since passed away as a topic of active discussion. Nobody would now wish to have this debt cancelled if it involved doing without the railways. An empire of the public lands was given away to those roads, compared with which Canada's land gifts to the Canadian Pacific have been a trifle; yet few people begrudged any of these gifts where the lines were built. Congress has been forfeiting some grants, it is true, but in these cases the obligation to build was unfulfilled, or else the most glaring frauds vitiated the grants. Canadian statesmen, having to frame a Pacific railway policy at a later day, profited by all these experiences of the United States. It may be stated, now that a score of years has elapsed since the construction of the earliest American

trans-continental line—the Union and Central Pacific—that despite the costs, the mistakes, and the scandals American citizens do not question the wisdom of the policy. Three completed lines now cross, and two or three others are pushing their extensions westward in the United States. Who knows what the coming 20 years will develop for Canada?

To the onlooker, the first impression made by the Canadian Pacific journey, in comparison with the American routes, is that the line does not pass over anything like the extent of waste lands. On the Union Pacific route, the stretch of alkali lands of the great "American desert" makes up a considerable portion of the journey, and their passage is extremely distasteful to the traveller. This waste region is narrower on the Northern Pacific line, but still the "bad lands" and the alkali lands of that route are a very decided feature. On the Canadian Pacific, although the prairie is very broad, the alkali almost entirely disappears, and, while the traces of it are shown in some of the stagnant ponds and sloughs in Assiniboia, it nowhere becomes offensive. In fact, the "American desert" disappears almost before it crosses the boundary, and in Canada the "bad lands" are unknown. While some of the lands are comparatively poor in various parts of the region westward of the Saskatchewan crossing, yet there is no part of the country incapable of sustaining life, and settlements are not made there, chiefly because better lands attract the colonists elsewhere. In reference to the character of the soils, Vice-President Van Horn, reporting two years ago, stated that the land "along the constructed line is as good as land can well be, and the worst of it would be rated as first-class in almost any other country. Reports about alkali districts and sandy stretches have been circulated by parties ignorant of the country. These reports have in some cases originated in malice, and in others from superficial observation. There is no more alkali in the land on the prairie section of the line than on any other prairie section of the same extent in North America. There is no more of it in the prairie soil along the line than is required for the perfect growth of cereals. There is not one mile of the country where good water cannot be obtained, and, as three years' experience leads me to believe, where there is not sufficient rainfall for the growth of the crops. There is a notable absence of sand between Brandon (133 miles west of Winnipeg) and the mountains. It occurs in very few places, and it so happens that nearly all of the sandy spots have been taken up by settlers. The yellow clay subsoil so common west of Moosejaw (393 miles from Winnipeg) has doubtless been frequently mistaken for sand by parties looking at it from passing trains. I do not hesitate to say that the Canadian Pacific Railway has more good agricultural land, more coal, and more timber between Winnipeg and the Pacific coast than all of the other Pacific railways combined, and that every part of the line from Montreal to the Pacific will pay." The mountain section of the Canadian Pacific line, owing to the decided compression of the mountain ranges as they go northward, is narrower than on the other lines, and to this extent the prairie section is the gainer in breadth.

Relative to the prospective value of this mountain region as a traffic producer, it must be recollected that the line through there is but just opened. Timber and minerals can be got there in

abundance, though the agricultural possibilities are small, excepting in a few sections. The British Columbia forests are already sending their timber supplies east to the treeless prairie region, and the Government has adopted a wise policy for the preservation of the timber by preventing the forest lands from being monopolized by speculators, and also protecting them against fires. From the mouth of the Kicking Horse River, which flows into the Columbia 41 miles west from the Rocky Mountain summit, to the salmon arm of the Great Shuswap Lake, a distance of 150 miles, the railway passes through a continuous belt of gigantic trees, which increase in size in going westward, until they reach their maximum in the Eagle Pass over the Gold Range, where trees eight to ten feet in diameter are common. This timber is chiefly cedar, Douglas pine, white pine, hemlock, spruce, and tamarac, while there are also other varieties. All the adjacent valleys are filled with timber, and the supply seems almost inexhaustible. About the Pacific terminus there are also great forests of gigantic trees. While fires have run through, yet they have not done great damage compared with the vast extent of these forests. Eastward of Winnipeg there is also a broad timber belt around the base of the Woods, while the Ottawa Valley supplies are enormous. This timber traffic is one of the chief items of the railway's trade, and will increase with population and settlement if the people who are now so lavish in their use of it will take any care to preserve it for the future. British Columbia also has in her fisheries and fruits a great capability of fruitless development. The fisheries already produce great stores of canned salmon for shipment to all parts of the world. The fruit from it across the continent, however, from Victoria and the Fraser River region is only just beginning. London knows, from the consignments sent to the Colonial Exhibition, what a wealth of luscious fruits can be grown on these genial Pacific shores, and once a foreign market is made for them, the demand will enlarge. A rapid transit line is being projected for both fish and fruits, in cold-storage cars and vessels.

A necessary adjunct to successful settlement in a new country is a supply of cheap fuel. At present, wood-burning is generally the habit of the new country, but, as I have from time to time indicated, these sections recently opened by the railway are extensively underlain by good coals, of which the Galt coals, from Lethbridge, are now mainly used in the prairie region, and the Nanaimo coals, from Vancouver Island, on the Pacific coast. I am indebted to Professor George M. Dawson, of the Dominion Geological Survey, for some notes on this subject, from which is extracted a brief summary, sufficient for the present purpose. Valuable lignite deposits are found on the Souris River, which empties into the Assiniboine river in Manitoba, and also in the Turtle Mountain country on the border. Analyses give about 41 per cent. of fixed carbon, and these fuels, while inferior to the coals found nearer the Rockies, have a local value, and are said to closely resemble those of the Saatz-Teplitz basin of Bohemia. These lignite deposits also extend to the region of the Cypress Hills to the westward. The Canadian Pacific Railway crosses the South Saskatchewan River at Medicine Hat, 660 miles west of Winnipeg. Above this at every bend of the river for some 30 miles a coal seam is exposed, and at several openings a better lignite than that of the Souris region is obtained, which produces 43½ to 50 per cent. of fixed carbon, and has come

into considerable use. As we go west towards the bases of the mountains, the character of the deposits improves. There are extensive and as yet unworked deposits on the Peace River, analyzing 71 per cent. fixed carbon; also at Edmonton, 200 miles north of the railway, analyzing 55 per cent.; and on the Athabasca River, 51 to 54 per cent. The most extensive coal measures, however, are on the Bow and Belly Rivers, which unite to form the South Saskatchewan, and it is in the latter that the well known Galt coals are produced at Lethbridge. The coal seam is seen on the banks of both rivers at varying heights for many miles. The outcrop is known to extend from St. Mary River to the north-west end of Lethbridge, for fully 70 miles across and along both the other rivers, and occurs on the line of the Canadian Pacific near the Blackfoot Indian reservation. There are the most valuable Canadian coal deposits of the North-West, and are calculated to supply. The coal is estimated at five to nine millions of tons underlying each square mile, and specimens taken from all parts of the measure show 49 to 53 per cent. and often more of fixed carbon. These seams have been carefully examined, however, only in the districts mentioned, and are known to extend farther northward along the bases of the Rockies, but how far has not yet been accurately ascertained. Within the Rockies there are also extensive coal measures, working having already begun at Banff. They, with the valuable deposits at Nanaimo on Vancouver Island, has already been fully described. It will be seen that this extensive region, no matter how populous it may hereafter become, will not lack an ample supply of fuel.

The other mineral deposits are extensive, particularly iron and copper. Were the world's demand for either to so increase as to produce a profit, another business would appear at many places, both on the shores of the great lakes, in the Rockies and on the Pacific coast. Vast stores of the ores of both lie dormant, awaiting an inducement to mine them. Silver is found on Lake Superior, and also among the mountains, and the large gold yield of British Columbia is well known, although as yet attention has mainly been confined to placer mining. Now that machinery for crushing ores can be got in, there is already talk of quartz mining in the Gold Range, and when this begins the distant provinces will prove an attraction to many, and will pour out wealth abundantly. Already the gold fever has had two attacks in the Fraser river region, each of which has left a permanent increase of population. A vast portion of the province is yet practically unexplored, and it may at any time develop a bonanza.

In reference to population, it is difficult to ascertain with accuracy the present numbers of inhabitants of the country west of Manitoba, although I understand a special census is being taken in many places, which, when computed, will give some idea of the expansion already produced by opening the through railway this season. There are evidences of growth in most of the little towns, but from the talk of the people I would judge that in the regions where the completed line has been open for traffic for two or three years the influx of immigration has not been as large as expected. The North-Western rebellion last year gave a setback, and the States offer charms for the immigrant that usually take the mass of the Continental races seeking new homes, and also much of the migratory current from the British Islands, particularly the English and Irish. There seems

on the whole to be a feeling of some disappointment that the numbers of new arrivals and the amounts of land sales and homestead entries are not larger. The Dominion Government receipts from land sales hardly equal to keep up the Land Office machinery; but this is no criticism of population, for any settler can get a tract as a free gift, and in this way most of the lands are taken up. I presume, from what can be ascertained on inquiry, that there are about 100,000 people in the North-West Territories and some 70,000 in British Columbia. This includes considerable numbers of Chinese, a race that probably contributes at least one-fourth in most of the settlements of British Columbia; and it also includes the railway staff and builders, who for the line west of Winnipeg will number 8,000 to 10,000 men. At one time the line had no less than 30,000 men employed on its construction in the Rockies and in the Lake Superior region. If the Dominion westward of Manitoba has 220,000 inhabitants, it is still a large population to serve, but there is undoubtedly plenty of room for more. The section that shows at present the pinkest evidence of increase is the ranching country of Alberta. There is a steady inflow, not only of herds of cattle, but also of herders, and they not only come in over the border, but every west-bound goods train on the railway seems to carry fresh stock from Ontario to improve the breed, and also men to care for them. This is building up the new town of Calgary, which is the railway station for that region. There are also signs of rapid expansion at Vancouver, which seems destined to become an important Pacific coast city when the ocean traffic of the new railway is fully developed. What is here written refers to the country west of Manitoba. That province of rich soils and extensive cultivation has disappointed no one in its growth, the population having expanded with unexampled rapidity, and at a rate, if anything, exceeding the neighbouring region of similar characteristics in the States—Minnesota. But Manitoba no longer is regarded as in swaddling clothes, and is already taking rank with the older Canadian provinces.

These observations on various matters of general moment have occurred to me after having crossed Canada, and will probably be of interest to the reader. It is quite evident that the rosate views usually taken by many of our countries have not been fully borne out in the western expansion of the Dominion, any more than they have in the similar extension of the western frontiers of the United States. Yet in most respects the character of the new country opened by each nation is quite similar, and so, also, is the method of opening it by railway extension. Canada seems, from the direction of the isothermal lines, to have some advantages of climate, especially towards the Rocky Mountain slopes; but in influencing the sources of immigration in Europe she has heretofore been distanced by the superior methods employed in presenting the attractions of the newer lands of the United States, whither flock most of the emigrants of all classes. It must not be overlooked, however, that emigrants are much like sheep, and only need a bell-wether. Possibly the main flock may some day follow an enterprising agent's advice and make a movement towards Canada.

### XXIII.—HOMEWARD BOUND.

TORONTO, FRIDAY, SEPT. 23.

The homeward journey from the Pacific Ocean has been a swift one. As the railway train moved

eastward, from the newer to the older country, the gradual change from the roughness of the frontier to the more matured towns of the prairie was most pleasing. Each successive stage brought us into a more settled region, until finally Winnipeg was reached, the youthful giant among the Canadian cities of the Northwest. The railway was then further retraced to the Western shore of Lake Superior, where the main line was left for the water route. The Canadian Pacific Railway has in connexion with its trains a line of fast and commodious Clyde-built steamers of the newest pattern, carrying a paying passenger and freight traffic across Lakes Superior and Huron. They sail between Port Arthur on the north-western side of Lake Superior, and Owen Sound on the southern part of Georgian Bay, making the passage in about 50 hours, and forming a direct line of transportation between the Far West and Toronto, to which a short railway line leads from Owen Sound across the peninsula between Georgian Bay and Lake Ontario. The change to the passenger, who has been cooped up during several days in a railway coach, when enabled to walk the decks of a vessel, is a most pleasant one, and consequently the transfer to the post-steamer *Atabasca*, on the September 25, was welcomed. She lay along side a pier a dock and storehouse filled with goods, the masts of the boxes and bales showing the wide extent of country the freight traffic of this new route serves. There were piles of packing which had come from England and Lower Canada, marked for Victoria and the remote portions of British Columbia, just landed from steamers, and being loaded on the railway train for their far western journey. The steamer herself was taking aboard sacks of flour, the product of the Manitoba wheat fields that had been ground in Manitoba mills for eastern shipment. Upon an adjoining dock the great elevator was just beginning to receive the present year's crop of Manitoba wheat, new first coming into market.

The steamer started promptly, and moving out from behind the little breakwater protecting the Port Arthur wharves from being roughly attacked by the waves of Lake Superior, headed for the entrance to Thunder Bay. On both sides the shores rose up in great promontories, with a number of low islands between. The bold, basaltic columns of Thunder Cape stood up in front of us as the steamer made for the little white lighthouse marking the point of the Cape. The receding town behind us sank into its background of mountains, and we rounded Thunder Cape, which towered like a vast recumbent elephant, while back of it and off to the eastward the north shore of Lake Superior stretched away in a succession of promontories as far as eye could see. Vast basaltic cliffs also guard the western shores of Thunder Bay, so that its impressive name, the outcome of an Indian legend, is well bestowed. Then moving eastward along the shore of Isle Royale, the largest in the lake, and following almost the same line as that taken by the international boundary, the steamer took her long night journey to the eastern end of Lake Superior, soon losing sight of land on this the greatest fresh water ocean. In the morning the land was sighted again, as the shores approached each other, the bold cliffs of the north shore being gray in the distance, when the low sand dunes of White Fish Point were passed, with several vessels behind the projecting tongue of land which forms there a harbour of refuge. Then the steamer swiftly moved into the pretty White Bay and the St. Mary

River, which is the outlet of Lake Superior, conducting its waters to Lake Huron. Immediately upon leaving the lake this river runs into a series of rapids, which flow swiftly for about a mile. This is the Sault Ste. Marie, or the "Leap of St. Mary." To accommodate the vast traffic between the lakes, a ship canal has been constructed alongside the river on the American shore, which contains one of the largest canal locks in the world, a solid construction of stone 750ft. long and 75ft. wide, the "lift" being 16ft., which overcomes the fall of rapids. An older and smaller lock in two sections is alongside it, which is to be replaced by a still larger lock 900ft. long and 80ft. wide. Through this channel moves a constant procession of vessels both ways, and although they are "locked up" or "locked down" three or four at a time, the great lock is not able at some busy seasons of traffic to accommodate all without tedious delays. The shores of St. Mary River are low and covered with pine trees, and the swift foaming current which roars over the rapids is the only outlet the great Lake Superior has. Pretty little islands are in among the rapids, and occasionally some daring boatman "shoots" the torrent in a canoe. On either side there is a village, known as the American Sault and the Canadian Sault, in each of which customs officers care for the interests of the respective countries. The American Sault, on the southern shore, is the largest, being spread over a considerable portion of the level land, and having a pretty park fronting the canal. Here the passing of the vessels through the lock is the chief amusement of the townspeople, and the passengers also go ashore to see how it is done. All the east-bound vessels are laden deeply with corn, while the west-bound fleet either carry coals or else are light, going up the lake for wheat cargoes. Among them are the great three and four masted schooners which are the favourite rig of American sailing vessels, but all have to be towed, and hence each two or three schooners are accompanied by a steamer propeller which is a tow-boat and cargo-ship combined. Moving both ways, the endless processions, constantly reinforced by new arrivals, make the Sault a lively place. The river below the rapids is a pretty winding stream, moving with strong current among a great number of islands, now expanding into a lake and now contracting again, having many shoals and shallows, and running for over 60 miles before it debouches into Lake Huron. To the eastward there is for a time a projecting spur from the mountains of the northern shore of Lake Superior, which makes a long ridge that gradually sinks to the common level; but otherwise the shores are all low and covered with forests, broken by an occasional village or little settlement. The foliage just turning, so that the bright tints mingled with the dry overgreens, gave a foretaste of the forest glories of the American autumn. The river channel is crooked and requires careful navigation, but it is plainly marked by buoys, and guides on the banks, though so difficult is the passage that it is rarely attempted excepting in the daylight. After several hours spent in carefully threading this winding water route, the steamer finally reached Lake Huron, and made a second night's journey south-eastward across that lake and into Georgian Bay.

The western peninsula of Ontario (which is thrust out between Georgian Bay and Lake Huron in its northern projection) stretches southward to Lakes Ontario and Erie. It is almost entirely surrounded by water, and embraces within it some of the best settled regions of the great province.

Here the Ontario farmer and cattle-raiser flourish, and here have also grown up a number of thrifty and enterprising cities such as Toronto, London, St. Thomas, Hamilton, Kingston, and Peterborough, that contribute largely to Canadian wealth and prosperity. This section is well served both by water and land transportation, the Canadian Pacific and Grand Trunk railways having crossed it in every direction by branch lines, while the great Vanderbilt railway system of the States traverses it as giving the shortest route between Buffalo, Detroit, and Chicago. The projecting point of land that makes the northern portion of this peninsula forms the boundary between Lake Huron and Georgian Bay. Our steamer in the early morning rounded this point, and turned southward along its eastern shore to Owen Sound, entering finally a long and gradually narrowing bay thrust like a wedge up into the land. The shores were a succession of bluffs, laid off in terraces at several levels, indicating that at various times the surface of the lake had been at different elevations. It was, apparently, a well settled region, the green fields running down to the water's edge, varied by clumps of timber, and making a pretty sight. There were some low hills, but all evidence of mountains had disappeared so far as could be seen from the deck of the steamer. The little town of Owen Sound at the head of this bay gradually came into view as we approached, with the buildings spread along the edge of the water, and a few in the background, an amphitheatre being formed behind by the rising terraces of the bank. In the centre was the tall grain elevator, while on either side, perched on the top of the hill, was a church. Two long timber dykes, filled with stone, projected out in parallel lines, and between them we glided into the harbour. In a few minutes a special train was swiftly taking us across the peninsula from Georgian Bay to Lake Ontario, 122 miles to Toronto. It was a picture, no but a very crooked line, running around the hills and up and down over the ridges that make up this attractive region of varying farm and forest, where the autumn tints were coming out in full splendours of gorgeous colouring, as the frosts had already touched them. The lands were fertile and well cultivated, while large surfaces of new lands were being cleared of timber. Much good cattle, sheep, and horses were pasturing and the hardy Scotch, who there abound, were just closing their oat harvest so as to be well supplied with porridge for next season. As the line approached Lake Ontario, the settlements increased, the towns and hamlets grew larger and more frequent, and although there were streaks across country of hilly and stony land, nearly every available acre seemed to be occupied, while plenty of business was doing at timber sawing, which is there a great industry. The best settled portion of this region is in its south-western section along Lake Erie and towards Detroit, and the Ontario Peninsula has developed on its eastern border what is destined before long to become the most populous city of Canada, if it continues its present rate of surprising growth. Into this, the "Queen City" of Toronto, the railway ultimately carried us.

In the earliest Canadian history, the French missionaries and explorers, who went travelling about on the frontiers, combining religious and business zeal, spoke much of "the pass at Ontario," and as early as 1636 had set up a trading post there to conduct traffic with the Indians. This "pass" meant the beginning of a portage, which led from Lake Ontario up a little stream now called the Humber River, and then across the

intervening land to tributaries of Lake Simcoe, and thus to Georgian Bay and Lake Huron. The trading establishment needed protection when the season of wars soon after began, and the old French Fort Rouille was built down near the junction of lake and river. It was an excellent place for a harbour, the formation of the land with a low, forest-covered island in front making a land-locked basin. Seen from the mainland, the long, low-lying island looked as if the trees grew out of the lake, and hence the name of Toronto is believed to be derived from the Indian words signifying "trees in the water," though others adduce it from "the place of meeting," referring possibly to the meeting of the Indians with the traders. This name the post bore for a long time, but it finally fell into English hands, as most good things did in those days. Towards the close of the last century, when Canada was divided into provinces, Governor Simcoe was assigned to the Upper Province and his name has been preserved in the fine sheet of water above referred to, which lies to the south-east of Georgian Bay. The Governor needed a capital, and the good harbour and outlook attracting his fancy, he garrisoned the old fort in 1793, and established the seat of Provincial Government there in 1796, loyally naming it York. The nucleus of a town was started on a tract of marshy land adjoining the Humber, which was familiarly known for 40 years as "Muddy Little York," and after going about the city for a day or two under good guidance in a period of falling weather, I can testify that there are ample reasons for its holding that familiar title to this day. Yet the site is a pleasing one, the two little rivers, the Humber and the Don, flowing down to the lake through deep and romantic ravines, leaving the city between and along them, while there is a steady slope upwards to an elevation of 260ft. to 270ft. at some distance inland. The town did not increase much in population at first, only gathering some 1,200 people in the 25 years succeeding its establishment as the capital of Upper Canada. Yet it was a place of some attractiveness for the Americans during the last war with England in 1812-14, and they twice captured it, but could not hold it. As the back country was settled and the lake navigation developed, however, the harbour became of importance, and the town grew. It was made a city in 1834, and, with their charter, the people decided to take back the original name of Toronto, the population then being about 9,200. Subsequently the concentration of a large farming population in Western Ontario made it a valuable market, brought merchants there, caused the railways to all build lines to the city, expanded its lake navigation, and it began to grow in a way only paralleled by the newer cities in the Western United States, the causes in each case being very similar. At the census of 1881 it had, without its suburbs, about 86,400 people, and having since annexed these and received large accessions of immigrants, it is now estimated at 130,000 population, and is growing at a rate that, if continued, may before long outstrip Montreal, the Canadian metropolis, fast as the latter expands.

Toronto has a good basis for this great prosperity and increasing population in its geographical advantages, which, by railway and water routes, make fully one-half the people of the Dominion, chiefly located in the most thickly-peopled sections, directly tributary to it. Judging by the new buildings going up in all parts of the city and suburbs, it is absorbing new inhabitants at a rapid rate. About 2,500 houses are now in course

of erection, being nearly all rented, and in some cases occupied in advance of completion. The taxable valuation of real estate is over £17,000,000, and steadily advances, while affairs are carefully managed, the city having a debt of but £1,420,000, of which a large portion was created to pay the expenses of bringing new railways in, thus wisely developing trade. The city's public buildings alone are valued at £1,100,000. To increase the harbour facilities, the people have just voted a loan of £60,000 for widening, deepening, and straightening the river Don, so as to get more wharfage room. The location at Toronto of the capital of the Province of Ontario, the leading political division of the Dominion, gives it additional importance, for here are the Provincial Government House and Parliament Buildings. The latter are somewhat antiquated, but ground is soon to be broken for a fine new structure in the Queen's-park, which will cost fully £200,000 and be a credit to such an enterprising city. This money will be expended by the province of Ontario, which, unlike most Governments in this expensive world, not only has no debt, but has actually a surplus fund of about £1,000,000, part of which is to be used in this way. The Governmental location has also brought here the Courts of the province, which are held in a fine building known as Osgoode-hall, a well-adapted structure for the purpose, named after a distinguished Chief Justice, and also having an extensive law library. The Queen's-park, which has come by the rapid growth of the city to be almost in its centre, covers 50 acres, with lawns and trees skillfully laid out, and contains two fine monuments. One is a memorial of the Canadians who fell in repelling the Fenian invasion of 1866, and the other is a shaft and statue of the late Hon. George Brown, one of the leading Canadian statesmen and journalists of the past generation, who, many years ago, founded the chief Canadian newspaper, the *Toronto Globe*, now most successfully managed by John Cameron. The suburbs of Toronto contain a large portion of the residential section, where the merchants and well-to-do middle classes live in pretty villas surrounded by gardens. The hills and ravines made by the rivers and their tributary streams, particularly in the northern suburb of Rosedale, give excellent bits of scenery, and afford most charming villa sites.

But the strength of Toronto is no better developed in population, business activity, and wealth than it is in churches and schools. It has many churches of all denominations, the tallest church spire and finest church clock in America, and the mass of the people are evidently a devout church-going community. It also has—and, in fact, this is the case universally throughout Ontario—a complete and comprehensive system of education. The province makes the supervision of education a part of the duty of Government, with a Minister of Education in the Provincial Cabinet. The Minister, the Hon. George W. Ross, informs me that since 1871, when this system was established, the province has expended about £1,400,000 for education, and that the public votes have been supplemented by £11,000,000 more, raised in various ways by the people. They care for every branch of education, and it is possible for the child to begin at the lowest round of the ladder and achieve the highest honours of the University without the cost of a single penny. The Education Department buildings, where the chief offices are located, are an elaborate series of houses in St. James's-square, having an excellent normal school, museum, collections of philosophy-

cal apparatus, library, paintings, sculpture, models, &c., and here the educational matters of the province are supervised for all classes and creeds. The crowning institution of the Ontario educational system is, however, the University of Toronto. Approached by an avenue half a mile long, lined with noble trees, the College campus and cricket-green are reached, upon which front the magnificent Norman buildings of the University, among the finest in America. In various quarters of the city are the affiliated Colleges belonging to the different religious denominations, for it is to the credit of the Ontario system that they have succeeded in including all creeds, the Roman Catholic as well as the Protestant Colleges, within their University, the latter not being under the control of any religious body. The University, as such, dates from 1827, when it was incorporated by the Provincial Parliament. It has an endowment of £200,000 and about £10,000 annual income, with over 600 students and 1,800 graduates. The physiological and chemical apparatus connected with it is most elaborate and valuable, and it also contains five museums of natural history, mineralogy, geology, and ethnology. The President of the University is Daniel Wilson, LL.D., and it should be mentioned to the honour of Canada that at least two of its scientists have achieved world-wide fame—Sir William Dawson, the head of McGill College at Montreal, who was President at the last meeting of the British Association, and Dr. Wilson, of Toronto University, who is one of the leading ethnologists of the time.

From the top of the tower of the great University there is an excellent outlook over Toronto, in front and spreading at our feet is the broad, bright cricket-green, with the town stretching away on either hand and running down to the edge of the lake, across which is the narrow streak made by the low-lying island that bounds the harbour. Beyond are the sparkling waters of Lake Ontario, reaching out to the horizon to right and left, while far away over them, directly southward, is seen a faint little silver cloud of spray, rising from the Falls of Niagara. All about us the busy town is scattered, its broad straight-lined crossings at right angles; its red and white brick buildings in clusters or embowered in foliage; its many steeples and spires rising above them. Far off in the northern background the land rises up in pretty hills 200 ft. high, with villages dotted upon their green fields and wooded slopes. The picture is like a map, showing thrift and prosperity, while in every direction the incomplete buildings, with men toiling about

them like little busy ants, and the gentle, distant noise of the builder's hammer and trowel, tell of the growth of the vigorous town. Such is Canada's "Queen City," and probably in most respects the best type the Dominion to-day presents of a successful and expanding municipality.

Here closes my record. A few hours' travelling will take us back through Ottawa to Montreal, and then homeward. What I have written and *The Times* has kindly printed has been mainly the record of a brief and hurried journey made across the Dominion of Canada from sea to ocean. Having been at best but a bird of passage, I must ask indulgence for mistakes and shortcomings. The notes were hastily taken and had to be as hastily written out, as opportunity offered, by the wayside, on the shaking railway train, or in the steamer, and then speedily committed by instalments to the post. One scene gave quick place to the next, and the earlier impression was soon effaced by the later one. But the intention has always been to describe things as I found them, so that the hasty record made is an honest one. It began with the story of Lower Canada, which accumulated wealth and prosperity are assimilating to older lands. It progressed gradually into a newer region, to tell how the brave and patient frontiersman has hewn his way through the greatest obstacles to carve out a road from the prairie to the Pacific Ocean. It is largely devoted to telling of the sturdy and successful attacks made upon nature in her most frowning guise by the modern race of railway builders of the Canadian Pacific line, who have compelled forest, river, lake, and mountain to succumb, and made a route for the locomotive through the most inaccessible portions of the Rocky Mountains and among the inhospitable granite bulwarks of the northern shores of Lake Superior. Thus is being opened for civilization and settlement the newest portion of Her Majesty's vast dominions—an empire within itself, added as another jewel to the galaxy of flourishing lands available for occupation by the wide-spreading Anglo-Saxon race. And everywhere, in making this extended Canadian journey, there has been found constant kindness and hospitality, from the highest to the humblest. The people, who are earnestly striving to mould the new country into a form necessary to furnish them sustenance and ultimately fortune, have freely furnished all information asked, and been glad also of the opportunity of letting their brethren across sea know what they are doing. Trusting the reader will receive it in the spirit with which it has been written, I now close the record of this Canadian Tour.

## A CANADIAN TOUR.

THE TIMES OFFICE, OCTOBER 25, 1885.

We publish to-day the last of the very interesting series of letters giving a graphic account of our Correspondent's Canadian tour. In his passage from ocean to ocean he has done all that time and opportunity have allowed to see and inquire into the many points of interest that have offered themselves on the way. He concludes with a needless apology for the necessary shortcomings of the account which he has sent us. His hasty record does not claim to be an exhaustive one, but its readers will be well satisfied with the abundant amount of interesting information which it lays before them. If our Correspondent has not seen everything, he has seen very much. It has been a new world which he has traversed, much of it inaccessible only a few years ago, and now just opened out for civilization and settlement since the Canadian Pacific Railway has run through it, joining ocean to ocean and affording easy approach to the intermediate points. This great work is in advance of the present needs of the country. It has been a supply in excess of the demand, but tending to create a demand to which no assignable future limits can be conjectured. Towns are already springing into existence at various stages along its route. Further to the west the old prairie is being broken up and is yielding its potential wealth in inexhaustible stores of grain. The advance is gradual, but it is sure. Pass a few years and the whole face of the country will be changed. Towns will have expanded; villages will have grown to be towns; settlements now isolated will have near neighbours pressing up to them; the wilderness will have become a fruitful field, pouring forth its riches in abundance, and drawing to itself new settlers from the thronging populations of the East and the Old World. It has been the Canadian Pacific Railway that has made this progress possible, or has so accelerated its pace as to crowd the work of centuries into the span of a single life.

But the Canadian Pacific Railway is not only an effective pioneer in aid of the onward movement of emigration. This it is, but it is much more than this, and for some time yet to come its other services may possibly be the more prominent. It is a great highway running through British territory, and joining by a new link the old country with some of its most distant colonies. Starting from the west, it reaches the point at which east and west become indistinguishable names.

It brings us close to China and Japan. It opens a nearer route to Australasia. Its uses in war and in peace, for attack and for defence and for mutual trade intercourse, are as obvious as they are invaluable. Canada, our Correspondent tells us, is beginning to doubt whether it has not been pushing matters on a little too fast. It has pressed forward the construction of the Canadian Pacific Railway, and has aided it by grants of land and money which have insured its completion some five years earlier than the time originally fixed. Our Correspondent does not believe that there has been any mistake made, although he fully admits that the results of the westward extension of the railway have not as yet come up to the expectations of its projectors and helpers. But when we read his statement of the vast and varied capabilities of the region into which the railway has been pushed, the fertility of its soil, diversified, where this fails, by stores of timber which he pronounces seemingly inexhaustible and by mineral wealth in the form of gold, iron, and copper, with coal in abundance near them, we can hardly question the correctness of his own conclusion that the disappointment now felt can be no more than temporary, and that in a short time the doubt will be not whether the Canadian Pacific Railway has been successful, but whether there is not room for a parallel line to do a like work to the north of the present line. The Dominion westward of Manitoba possesses already a population of about 220,000, and there are signs of increase at several points. In the Alberta region the chief industry is cattle-rearing, and though this, by the space which it demands, tends rather to forbid than to encourage a dense population of the district, yet it has been found not incompatible with a considerable advance in numbers, as is shown, among other indications, by the springing up of the new town of Calgary, the railway station for Alberta. To the extreme west, the town of Vancouver is rapidly expanding, and seems destined to become an important Pacific coast city when the ocean traffic of the new railway has received the development which it admits. The chief obstacle in the way of the early settlement of the Canadian North-West is the counter attraction which the United States offer to emigrants. It is very much a matter of fashion. Emigrants follow their leaders, and the tide continues to flow in the direction in which it has been accustomed to flow. On the other hand, we have good evidence that the lands along the line of the Canadian Pacific Railway are richer and more tempting than those which the American routes have opened up. What

are known as the "American desert" and as the "bad lands" to the south disappear almost entirely when the Canadian border has been crossed. The closing words of the report from VICE-PRESIDENT HORNE, which our Correspondent quotes and endorses, are a complete statement of the case. After giving details about the excellence of the soil on the Canadian side of the border and about the mistakes or intentional misrepresentations which have given rise to an opposite belief, the report confidently affirms that the Canadian Pacific Railway has more good agricultural land, more coal, and more timber between Winnipeg and the Pacific coast than all the other Pacific railways combined, and that every part of the line from Montreal to the Pacific will pay. We make no question as to the correctness of the above facts, or, with a due allowance of time, as to the correctness of the prophecy. The enterprise which has created the Canadian Pacific line may be trusted to find a use for it. In the rivalry between North and South, the day must come at which superior advantages will tell. Each new batch of emigrants will be at once the outpost and the fore-runners of the great advancing host behind them, and when the tide has once turned it will continue to flow uninterruptedly to the regions which have most to offer and where the best lands have not been already occupied by previous swarms of settlers. Where the keen-sighted, industrious Scotchman has established himself, we may be sure that the location has been good, and that it will be all the better by his presence in it. The chief point of importance about which our Correspondent can tell us nothing from himself is the character of a Canadian winter. He has chosen his time prudently and has had the undoubted advantage of

enjoying the Canadian climate at its best. But the winter, whatever it may be, is certainly not prohibitive, certainly not worse than the same season in the American North-West. Our Correspondent speaks lightly of it. He admits that it is severe, but he gives us to understand that its severity might be a good deal more intense before it would ever begin to operate as a practical discouragement to settlers who meant business.

The use of the Canadian Pacific Railway as a line of transit over the North American continent is not much felt as yet. It has done something to facilitate trade with China. Large quantities of tea have already found their way by it, and together with tea there will be other products sent from the same quarter. But if the United States are its rival in one direction, no less certainly will our mercantile marine contend with it for traffic with the East. Its difficulties will be the same in either case. As a new route and as opening up a new region it must win its way against competitors who are in possession. Its chief value to this country is that it offers an alternative line which we can use or not as we may please. We are grateful for the chance, but with a barren gratitude as yet. The time may come for a more fruitful return. Anything which threatens the security of our present route to the East will force us to turn with preference to a line of communication which will be uninterrupted and our own. The western hemisphere has been enabled by its geographical position to keep aloof from the political and military disturbances of the Old World. If we cannot share its immunity, we may at least hope to profit by it if the occasion arises.

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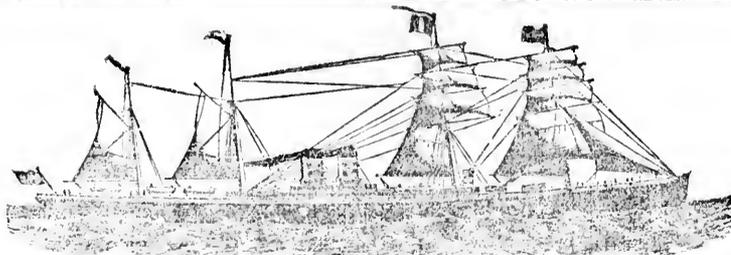
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The advantages afforded by the Allan Steamship Company are worthy of special consideration by Passengers bound to points in CANADA, MANITOBA, and the NORTH-WEST, and BRITISH COLUMBIA. At the landing port they can step from the Company's steamer to the train in waiting alongside, and proceed on their journey West without the great inconvenience and expense of a transfer through the city, and they are also accompanied by a Special Conductor, who sees to their wants during the rail journey. The New "All Rail" Line of the Canadian Pacific Railroad is now open, and Emigrants have Sleeping Cars from Montreal to their destinations, and such despatch and accommodation generally as they have never had before; besides these great advantages, they will have no trouble with their baggage, as it will be checked and sent forward by same train as themselves. Sea tickets are allowed to enter free of duty, and as the railway runs through British territory all the way, there is no Customs overhauling after the Passengers leave Quebec. 300lbs. of luggage allowed free on the Canadian Pacific Railway. Through trains to British Columbia are now running by the New Route, and the journey from ocean to ocean is completed in about six days, which is about half the time taken by any other route.

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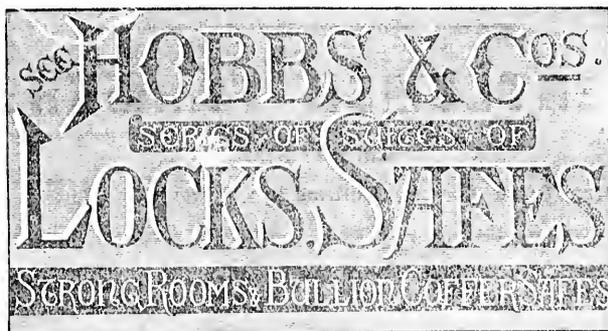
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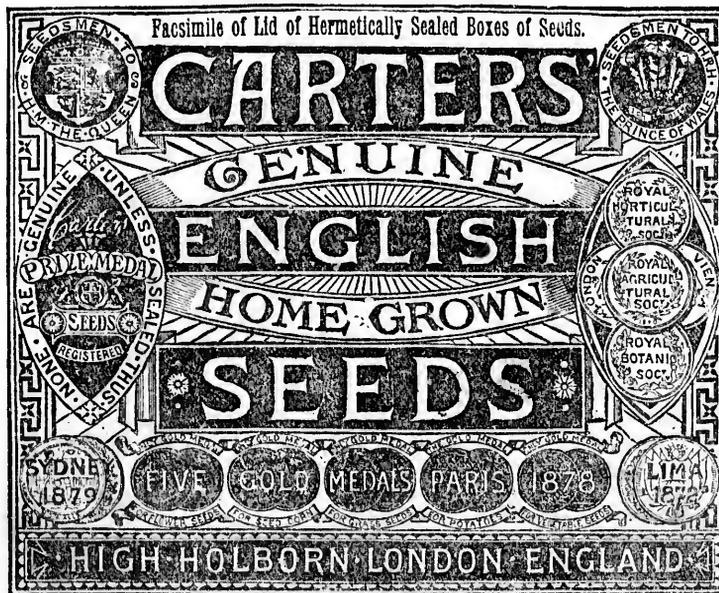
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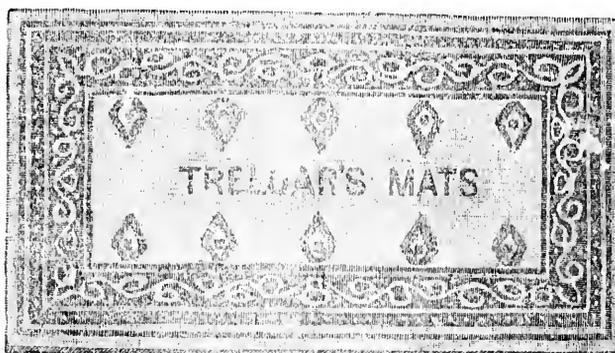
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12ft. 9in.	by 9ft. 9in.	2 2 0
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