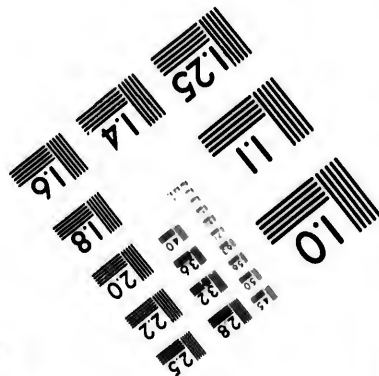
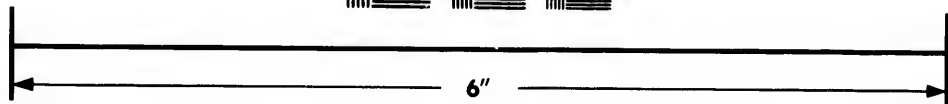
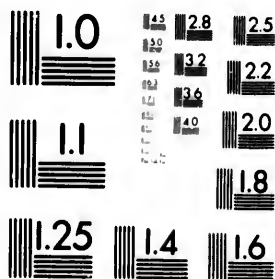


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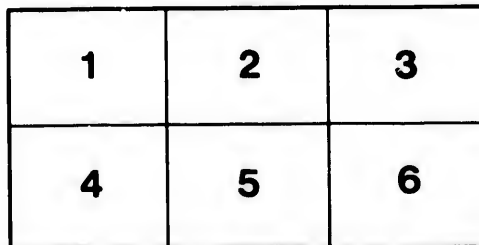
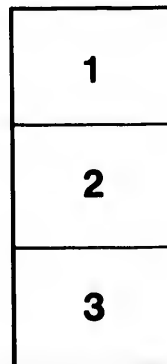
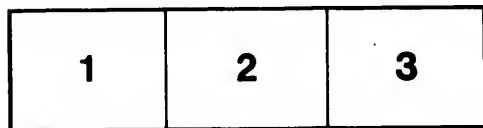
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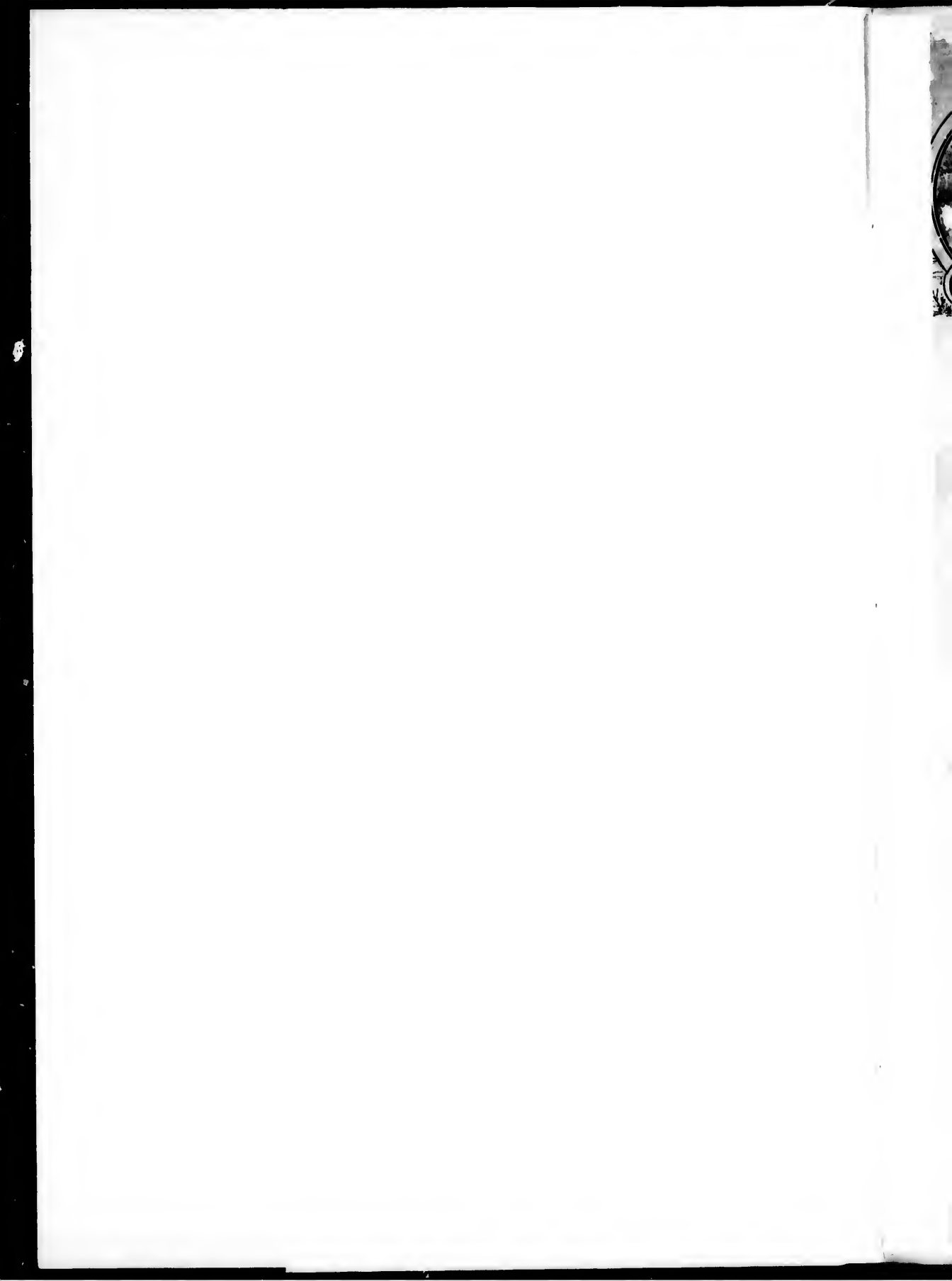
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THE LATEST INFORMATION REGARDING MANITOBA AND THE CANADIAN NORTHWEST

Vol. II.

TOURIST EDITION.—LONDON, JULY, 1885.

No. 12.

A TRIP THROUGH CANADA TO BRITISH COLUMBIA.

SOMETHING new, some change from the often travelled tours of the Old World is what many an English tourist, with six or seven weeks on his hands, is now craving for. To such it will be welcome news that the Canadian Pacific Railway Company have this season made special arrangements for tourist travel to the as yet most untrodden regions through which their line passes.

MONTREAL, the starting place of the tour, is too well known to need any lengthy description. It may be reached from Quebec, where most of the St. Lawrence steamers land, by a five or six hours' railway ride, or by the perhaps more pleasant water route up the St. Lawrence. Leaving Montreal the first place reached of any importance is Ottawa, the capital of the Dominion, where some hours may be well spent in inspecting the fine parliamentary and other public buildings.

THE ALL-RAIL ROUTE.

At Ottawa travellers by the all-rail line leave those preferring the lake and rail route. The former proceed along the north shore of Lake Superior over the newly constructed section of the railway. After leaving the capital the main line of the railway follows pretty closely the course of the Ottawa River to Mattawa. The village of this name clusters round the station on the south side of the River Mattawan, while distinct from it on the point of land between the Mattawan and Ottawa Rivers stands the Hudson Bay Fort. What is before this place is impossible to say, but the natural advantages of its position as a chief station in the Upper Ottawa lumbering business, and as the centre of a country possessing great attractions for tourists and sportsmen, would seem to point to an important future.

Beyond Mattawa the Canadian Pacific Railway proceeds for 26 miles to Callander, through a promising country dotted with good farms. Callander Station is a mere hamlet at the outlet of Lake Nipissing, and is chiefly important as being the starting point of the Canadian Pacific Railway on the last contract, and a depot of J. R. Booth, the most extensive lumberman in this district. Lake Nipissing is nine miles long, and may be described, says a correspondent, as a cluster of bays abounding in fish, including the common eel, not found further westward.

The waters nearest to Lake Nipissing—the former 49 miles from the latter 4 miles from North Bay. Trout Lake is 19 feet above Nipissing, and Nipissing about 50—both empty into the Mattawan River. The former is one of the clearest waters in the district, while as a point for a summer residence or tourists' home, few places possess attractions equal to the vicinity of Trout Lake, and a few years hence its picturesque shores will doubtless be frequented by seekers of health and pleasure from crowded cities and stifling manufacturing. The same remark is true of Nipissing with its 150 isles, Wahnapitapiing, with its cascades and mountain background, Vermilion's ruddy rocks, the almost Swiss setting of Geneva Lake, and the labyrinthine windings and unnumbered bays of Biscotasing. Mr. Booth has a fine tug running from the head of the Lake Nipissing to Callander, towing logs and conveying goods in a large barge attached. A railway connects with the South-East Bay of Lake Nipissing at the mouth of the Wista Wassa, which descends into the bay by a cascade 40 feet high, visible on entering the bay, and forms in every respect a first-class road. A large boom, strengthened by five piers, contains the logs, and an endless chain worked by a 120 h.p. turbine in the cascade carries them up to the platform, where they roll on the cars, and are conveyed to Nipissing, rolled into another boom, and towed to the outlet, where a large dam and slide control the waters, and flush them into the Mattawan. These they float down the Ottawa to the mills at Ottawa City, being conveyed from Lake Nipissing to Ottawa at an estimated cost of 1½ dols. per M. of manufactured lumber. This gigantic enterprise, probably the greatest private undertaking in Northern Ontario, places the lumbering interest

in an independent position with regard to means of sending products to market. Hitherto only first-class square timber has found its way out of Nipissing, and a great deal of material was wasted in consequence. Callander P.O. is a small hamlet at the extreme east end of Nipissing, and is the spot understood in Parliamentary references to this region. It will be the port of the Ontario and Pacific Junction Railway now in construction from Gravenhurst to the Canadian Pacific Railway at a point five miles east of North Bay; thence the charter proposes to extend in a north-westerly direction, along the shores of the Ottawa and Moose waters to James' Bay. Such a road will open up a large lumbering tract, will cross the mineral belt of Northern Ontario and strike lignite coal nearer than even the chief American deposits. At the point of crossing the Canadian Pacific Railway (114 miles from Gravenhurst) a village is rising, and will be a stirring place till the road is completed. In a few months at furthest, the tourist will thus have as free access to the natural scenery and sporting facilities of Muskoka, Parry Sound, Nipissing, and Eastern Algona districts, as he now has to the Lower St. Lawrence. Most if not all of these Northern lakes abound in fine fish, and a great extension of that trade may be expected from the opening of the country by rail and steamer. The large areas overrun by fire and growing up in poplar and white birch, will furnish material for a large number of pulp mills, and there is unlimited water power to propel them.

LAKE NIPISSING.

From Callander the life runs through what may be termed historic ground, for by the water trail close at hand the intrepid Unamiptin travelled on his noble mission to the lake of the Nipissing and down the French River to the Mar Donce, the lake of the Huron Indians. Passing through the interior chain of lakes he came to the Bay of Quinte, and completed the first passage made by a white man across Lake Ontario. To the North Bay of Nipissing is but a run of 20 miles. This lake is one of the finest of the interior waters of Ontario, containing many islands, and discharging into the Georgian Bay, a north-eastern arm of Lake Huron, by French River. Its dimensions are indeed sufficient to make it famous in any country but Canada, which has such a vast quantity of fresh water on hand that great lakes are actually a drag in the market. It is nearly 70 miles in extreme length, 18 in maximum width, and is broken by hundreds of islands and peninsulas. South-East Bay at the one extreme is about five miles in greatest length, nearly cut off by islands, and receives the Wista Wassa, Chippawa, and Donohy Little Sturgeon and Great Sturgeon discharge into the main lake; and Cache Creek and Veuve River empty into McLeod Bay. A number of small streams empty into the three western arms, and Commanda Creek falls in a little above the Chaudiere Falls, the outlet of this group of rivers. The main outlet is very narrow and the western channels liable to be clogged with drift sand, thereby preventing the free exit of the volume of water poured in by the spring flood on all these rivers. It has been suggested to clear out, and, if necessary, widen (not deepen) the outlet, thereby keeping the water at a permanent level and preventing the sitting up of the various outlets of rivers which takes place at high water in the lake after the river floods have abated. The benefit to the health of the district, the advantage to navigation, and the value of alluvial land reclaimed will probably secure attention to it ere long. The islands of this lake merit more than passing notice from their number, beauty, timber, and facilities for fishing and fruit-raising. A number of very fine islands extend from South-East Bay to South Bay, and are frequented by tourists from other parts. The Manitou is a group of lofty islands containing some limestone, south-west from North Bay about seven miles. Further south-west lies the Goose Islands (not yet occupied), and due west is Iron Island, purchased by Hon. John Simpson, and containing the most varied mineral and vegetable products in this region. Besides iron of a fine quality but very irregular vein, spar and fossils are reported to abound. The trees are very fine, and on the site of an Indian encamping with grapes of a superior quality abound. These, with blackberries, raspberries, cherries, gooseberries, currants, squaw plums, wild red plums, and high bush cranberries



VIEW FROM THE WINDOWS OF THE GOVERNOR-GENERAL'S QUARTERS IN THE CITADEL, QUEBEC, OVERLOOKING THE ST. LAWRENCE RIVER.—By H. R. H. THE PATRONS 1307113

1885
(A1)

mark this lake and its shores as a suitable position for the culture of hardy fruits. On the first of August last as many as nine varieties of fruit were picked on one island. The Western Arm are a perfect land of beauty for fine bays and islands, extending, in the Bear Bay, 23 miles inland from the main lake. The South Arm, or outlet of French River, is also a charming archipelago—the islands ranging from 1,400 acres to projecting rocks with narrow winding channels between. The greater part of the lake is shallow, abounding in reeds and boulders and subject to sudden and violent squalls of wind. Tourists navigating it would do well not to carry much sail or whiskey while abroad on its beautiful but changeable bosom. An idea has long been entertained of utilizing this lake and river as part of a canal, stretching from Montreal up the Ottawa, for 806 miles, to Mattawa, thence for 45 miles to Lake Nipissing, and down the French River for 50 miles to its outlet in Lake Huron. The distance from Montreal to Chicago by the present line of navigation is 1,145 miles; via Ottawa and Lake Nipissing it would be 575 miles, about one-half. The total cost of such a canal, utilizing the Lachine Canal, is estimated at 19,000,000 dollars. At the mouth of French River is an excellent harbor, and a channel a quarter of a mile wide and 30 feet deep. The lake abounds in fish, some of which are new to the great majority of anglers. From a purely commercial point of view Lake Nipissing is destined to be a very important lumbering center. Indeed, a large trade has already sprung up in the carriage of square pine timber from the lake to Montreal for the transatlantic trade.



MONTREAL.

But returning to NOARH BAY we find a fine village rising on a level plain on the north shore of the most northerly part of the Nipissing coast, at the mouth of a lively brook, which runs swiftly down the front of the hard wood plateau of Wildfield, the future background of this rising town. The Canadian Pacific Railway, having made this point their harbour on Nipissing, and the end of a division, are necessary round-houses, workshops, and residences for employees have been erected, and give a compact appearance and bustling style to the town, while a number of stores, boarding-houses, shops, and private dwellings have "gone up." A large area of fine hard-wood land begins one mile north of the lake, and extends with some breaks of open land and swamp, for about 40 miles. This is rapidly being occupied, and Government road is being constructed as rapidly as settlement progresses northward.

STURGEON FALLS.

STURGEON FALLS is the next sign of human habitation. The great Sturgeon River, from which the falls and village derive their name, enters McLeod Bay, a deep indentation of Lake Nipissing at the north-east corner, and flows south-west into Lake Nipissing on lot 8 from the east side. Five miles from its mouth, but only 2 1/2 due north of the lake, is a fall of 21 feet, followed by a chute of four feet, effecting a steady navigation from the lake, but furnishing a first class power for manufacturing purposes. At the outlet the river is spanned by a fine iron bridge of the Canadian Pacific Railway, and the station lies a quarter of a mile east of it. The first settler, Mr. James Holditch, came in 1848 more than three years ago and is now chief merchant, land-owner, and owner of the village which has sprung up under his name of Sturgeon Falls. Six stores, three boarding-houses, two saw mills, and a number of tradesmen and laborers comprise the chief business of the village. A school, three churches and readings and debates in winter represent its mental and moral progress. A Hudson Bay Company's post is situated near the mouth of the river and a small factory is tributary to it. The lumber interests on the Sturgeon, and Veuvé are petty, extensive, and numerous those of Barnett and McKay who have a large depot on McLeod's Bay, about three miles west of Sturgeon Falls and ship square timber by rail to the Quebec market. The population of Spryng is mixed, being equally divided between French and English speaking people. The river is tall as a rule and a few lots inland are occupied, but railway work has hitherto been the chief source of employment. In future, farming will doubtless receive more attention and make greater progress. The quality of the soil is fair, being chiefly sandy loam with some heavy clay in the western part of the township. On the peninsula between Sturgeon River and McLeod Bay, is one of the finest cranberry marshes known, in which hundreds of barrels are collected annually since its earliest traditions of the Indians. The berries are very superior in size, color, and flavour, while the vines resemble miniature grapes in growth of runner along grass and shrubbery. Spryng, Caldwell, McKim, and Wildfield were put into market in July, 1884, and a large portion of the latter township and part of Spryng and Caldwell have already been located at 50 cents per acre. A municipality and division court, as well as public and separate schools have been organized; some meteorological observations undertaken by Mrs. Lillie, and improvements in every form go on apace, among which no less a personage than the village constable must be numbered.

STURGEON FALLS TO SUDBURY.

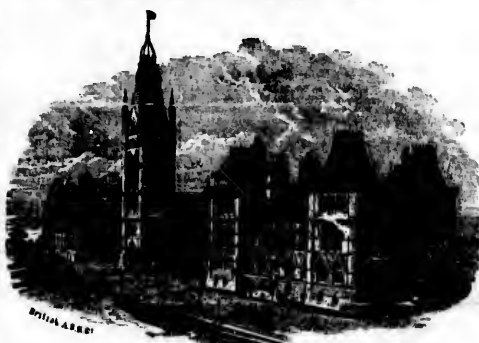
Going westward from Sturgeon Falls, for some miles the land is very flat, covered with a dense growth of cedars and evergreens, and largely above high-water level. The soil is rich, and is nearly all purchased, as may be judged from the small clearings shown upon it. In crossing Caldwell the land rises. It has nearly all been swept by fire. The dry pine trunks remaining are cut for fuel, and the second growth is pretty dense, but about the good land of which they grow are the aspens, birches, willows, and cherries which compose it. Along the Veuvé River, which the railway follows closely through five townships, are fine flats of land, some clothed with pine and sugar maple, in Dunnet and Ratter, but generally with poplar, whitewood, oak, and evergreens. Beyond this hills bounding this valley a broken plateau extends on both sides, on which large clay flats may be found. Mill sites are numerous on the streams descending from the upland, and large beaver meadows with numerous dams abound, some of which are yet tenanted by the industrious builders. Could their genius be directed to the cultivation of potatoes the problem of farmers' help would be partially solved. The mosses, red deer, bear, and lynx find their footprints everywhere through this district. As a hunter's home this country has still many attractions, especially in the well-stocked lakes, and abundance of partridges in the evergreen woods. Three-fourths of the land up to Markstay, 32 miles west of Sturgeon Falls, will be available for farming or stock raising; thence to Sudbury only a small proportion will be fit for agricultural purposes. Here the Laurentians are contiguous to the Huronian—the hills rise higher, and are more abrupt; the valleys are narrower, and more sandy on the flats, though clay still preponderates in the soil. Great dykes of diorite break through the gneiss, some containing asbestos. One

five miles north-east of Markstay has been partially opened by Dr. Sparham, of Brockville, and promises well. The Wahnapitae is a fine stream nearly 700 hundred miles in length. Its general course is south by east, and it receives the waters of several large lakes. A very fine tract of timber exists on its upper waters, but its course from the Canadian Pacific Railway south is chiefly through a burnt country of steep rocks and clay flats between. Ramsey Lake is a fine sheet of water about five miles long and contains picturesque mountains and peninsulas; also fine trout, bass, pike, and pickerel. This lake, with Sudbury Creek, may be considered the head of the Wahnapitae River, emptying into the Manitow Channel opposite Little Current. The river itself drains a great amount of fine land, and its cataracts will furnish fine water power. Its passage through the Le Cloche mountains will yet be a favorite spot for tourists.

Leaving behind the south-west branch of the Wahnapitae, Soudan Junction, the present terminus of the line, is reached at a distance of 125 miles beyond Mattawa and 324 beyond Ottawa. Sudbury is a neat village of several hundred inhabitants, and was an important point till headquarters of construction was moved up to Bischoffingen in November of 1881. A stipendiary magistrate is engaged at the village in the dispensation of justice, while the look-out, not long since built, is used alternately as a place of worship and a court-room and gaol. At Sudbury the Algoma branch of the Canadian Pacific system leaves the main line and proceeds for 100 miles to Algoma Mills on the north shore of Georgian Bay. When this branch is in operation, much of the produce of the south-western states of America could be forwarded by propeller to Algoma Mills, and by nearly an air line to Montreal, saving from 300 to 400 miles on existing routes.

SUDBURY TO PORT ARTHUR.

The main line of the Canadian Pacific Railway proceeds from Sudbury along the north shore of Lake Superior for 450 miles to Port Arthur, where it joins the line now in operation, to Winnipeg, and on through the North-West Territories to British Columbia. In Michigan, 225 miles from Sudbury, extensive deposits of iron, copper, and silver, have been found; indeed, the whole district abounds in mines which only await capital to insure their profitable working. Near the Pio River, 140 miles further west, where the line first touches the lake, docks have already been erected, and there seems every probability of the place becoming an important centre in the near future. Further west still for 130 miles, the Nipigon River, a fine outlet of the very large lake of the same name, is crossed by a substantial bridge, 700 feet long by 80 feet high. Nearly 80 miles to the north-west of Nipigon lies the many-isled lake of the same name, whose clear waters must hereafter become famous to many, as they are now to a few, as affording, in conjunction with their outlet, excellent trout fishing. Indeed, while trout may be said to abound in all Canadian waters in this district, no stream can surpass the Nipigon. Clear, cold and rapid, it affords much sport, from its mouth to its source. The fish caught are from one to seven pounds in weight; firm, hard, and beautifully marked in color. In going to the Nipigon, the requisite camp provisions should be first laid in at Toronto. Then at Sault Ste. Marie, on the way upwards half-breeds and a canoe should be engaged. The fish taken can be so well cured by the half-breeds as to keep perfectly for months. Bass, pike, pickerel, white-fish, perch, &c. are plentiful in all the lakes and rivers.



PARLIAMENT BUILDINGS, OTTAWA.

THE RAIL AND LAKE ROUTE.

ONE great advantage of the Canadian Pacific tour to the Rocky Mountains is the alternative water route it affords under conditions of exceptional advantage. The passenger may, for instance, go outwards by way of Owen Sound and Port Arthur, and there enjoy on the hottest of hot days the cooling breezes of the great inland sea known as Lake Superior. The route is made up of two stages. First come the railway journey through Ottawa, and over the new Ontario section of the system to Toronto—passing through valuable mining, lumbering, and agricultural districts for a distance of 333 miles, and thence to Owen Sound, making altogether 455 miles. From Owen Sound, by steamer, through Georgian Bay and Lake Superior to Port Arthur, is 550 miles. At Port Arthur the main line of the railway is joined, and runs for 485 miles to Winnipeg, and thence for 962 miles to Stephen, in the Rocky Mountains.

MONTREAL TO TORONTO.

Of the first stage of the journey from Montreal to Toronto, a correspondent of the City Press (London), writes:—"The carriage was excellent; the night train consisted of a second class car, a first class car, and a Pullman, and the latter was of the most approved construction, surpassing any that we have on English lines at present. The train left at 9 o'clock, and before getting to rest there was an opportunity, of which I availed myself, of walking the entire length of the train. The evenness and solidity of the new track were not to be beaten by any of the English roads, and very different from what English shareholders, as well as travellers have found by bitter experience in their dealings with transcontinental Yankee enterprises."

From Montreal then the train proceeds to Ottawa, a distance of 190 miles, over the route already described. Thence to CARLETON JUNCTION is a run of 29 miles. This town, more generally known as Carleton Place, has a population of 2,000, and is on the Canadian Mississippi River, and at the junction of the Brock, and Ottawa with the main section of the Canadian Pacific Railway. It has unlimited water power privileges. Steamers ply between it and several places on the River Mississippi on its way to the Ottawa, which it enters about 50 miles above the capital. Passing Franktown, more than a mile from the village of the same name and Smith's Falls, we come to PARRY, the capital of the county of Lanark, situated on the River Tay, eight miles above its mouth, and 300 miles east from Toronto. The Tay has been rendered navigable from this point to the Rideau Canal, a distance of seven miles, thus opening up water communication with Kingston and Ottawa. The population of Parth numbers

3,000. In its vicinity are extensive deposits of iron, mica, plumbago, and phosphate of lime, while the gold in paying quantities is among more recent discoveries. Traversing the centre of the counties of Frontenac and Adlington, interspersed by numerous small lakes and rivers, we pass to the south of the flourishing village of Madoc, in Hastings county, a neighbourhood abounding in gold mines, of which the Malone mine to the north-west have been for some time successfully worked. Large deposits of iron are also being worked in the district. The demand for this iron is very great, and several mining companies are already at work getting out the ore. It is magnetic, and is largely used in the United States to mix with other iron for smelting purposes, especially at Cleveland, whence large quantities of the crude ore are sent.

On through a rich agricultural country and a come to PATERNO, with a population of nearly 10,000, in the centre of the district. The town is advantageously situated on both banks of the Otonabee River, which is spanned by a number of bridges in use for railway and ordinary traffic. The town is about midway between Lake Ontario and Georgian Bay, on the route of Trent Valley navigation. The water power at this point in the river is unlimited for manufacturing and other purposes. The extent of the trade of the town is shown from the fact that annual exports of wheat average 150,000 bushels; of flour, 15,000; of barley, 275,000; of butter and cheese, 550,000 cwt.; while the export of lumber reaches thirty million feet annually. The opening up of the direct rail route to Ottawa, Montreal, and Atlantic cannot be still further develop this fertile agricultural region. The site of the town was three-quarters of a century ago covered with scattered oaks and small bush. It was then known to the Indians as Indian Plain or Scott's Landing, and was at the head of the Otonabee navigation on the portage of Lake Chemong. In 1825, under the patronage of Earl Bathurst, Colonel Peter Robinson, of Newmarket, conducted 2,000 Irish emigrants to the Plains, and settled on the neighbourhood. The name Peterboro' was given the settlement, in honour of Colonel Robinson. From this point the railway runs through the agricultural counties of Durham and Ontario to Aylmer in York County, near which the Toronto and Nipissing railway is crossed by a substantial bridge. Through the neighbourhood of Watford and Carleton Place soon reached, five miles west of Toronto, on the Owen Sound spur of the system.

TORONTO TO OWEN SOUND.

TORONTO is now left behind, and passing over what was once known as the Toronto Grey and Bruce, but now part of the Canadian Pacific system, through highly cultivated land, we come in about 84 hours to Owen Sound, a distance of 122 miles. In this section it is noteworthy that there is not a single bridge crossing the line, nor has it to journey through any tunnel. It is in a perfect daylight route. Carleton, a small village on Black Creek, is the first station from Toronto; a few miles beyond in Weston, an agricultural centre. At Humber Summit the River Humber is crossed by an elevated and lengthy bridge, having five spans of 50 feet each, and one span of 85½ feet, with stone piers. Passing Kleinburg, rich in agricultural resources, and the villages of Bolton, Mono Road, Charleston, and Alton, we come to OSAWATIMICA, a rising town of 5,000 inhabitants, where a spur of the railway runs for 78 miles to Teeswater, thus giving connection with the county of Bruce and its Lake Huron ports. Orangeville, 49 miles from Toronto, is on a branch of the River Credit, a stream taking its rise in the Caledon Mountains. Caledon Lakes are within easy reach, and afford excellent trout fishing. Shelburne, 15 miles beyond, and Flesherton, 87 miles, are also good trout fishing centres. Near the latter small village, the Beaver River takes its rise, and pursues its course through strath and wood and glen to the thriving village of Thornbury on Georgian Bay. Five miles from Flesherton, on one of the branches of the Beaver, are the beautiful "Eugenia Falls," where the stream, falling perpendicularly for 70 feet amid peculiar sylvan beauty, forms a great attraction to lovers of nature. Markdale, 93 miles from Toronto, is on a branch of the River Napanee; 15 miles beyond, and 13 miles from Owen Sound, is Chatsworth, another favourite centre for sportsmen. One cannot but be struck by the fine situation of the rising young town of Owen Sound, at the mouth of the river Sydenham, which at one time gave its name to the town. Its harbour is said to be the best natural harbour of Lake Huron. It is 12 miles long and 5 miles wide, and throughout its entire length is completely sheltered on both sides. Opening to the north-east and close in the each side by lofty cliffs, it is not exposed to the great storms of the fall and winter, while its anchorage being decidedly good, and the depth of water considerable, vessels of any size may come to the mouth of the river with perfect safety. A more beautiful sheet of water cannot well be imagined, when viewed in the distance, all by the fleet of the Yachting Club. Efforts are being made to build commodious club houses, so that the town may in future do itself justice in regattas by sending crews to compete. On the east side of the inner harbour and immediately beside the huge Canadian Pacific wheat elevator, may generally be seen one of the magnificent propellers, *Alberta*, *Illabona*, and all the same Glasgow make and size, and especially built for the lake traffic. These steamers, each registering a gross tonnage of 1,780 tons, are built on fine lines, staunch and strong, being of steel, and rated at 210,000 dols. each. They are at once seen to be of superior finish. Fitted with every modern convenience in both machinery and accommodation, and calculated to maintain a speed of 17 miles per hour on the open lakes. They ply regularly in a direct route between Owen Sound and Port Arthur, calling only at the Sault. The town of Owen Sound, boasting a population of more than 5,000, is pleasantly situated on a small plain, surrounded on three sides by well-wooded hills. Many manufactories are carried on here, and the town is well supplied with churches, banks, and hotels; while the charming falls, the many pleasant drives in the neighbourhood, and the excellent boating in the bay, make it a favourite pleasure resort.

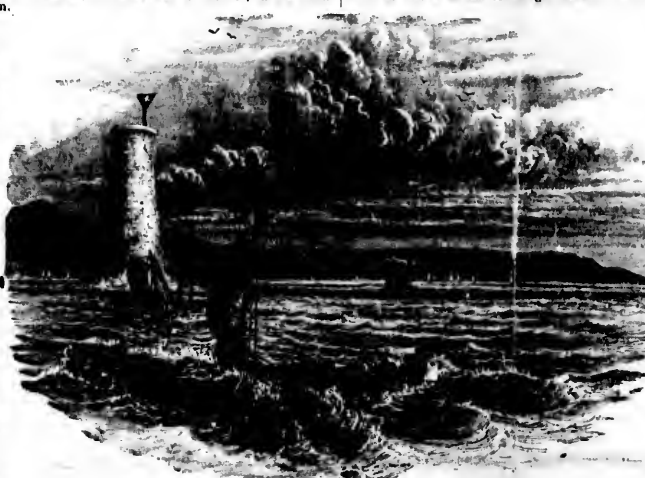
GEORGIAN BAY.

Owen Sound is the point of embarkation for the journey of 550 miles across the lakes to Port Arthur on one of the new steamers of the Canadian Pacific Railway. These vessels, the *Algonia*, *Alberta*, and *Atabasca*, each with a length tons, of 270 feet, a width of 38 feet, a depth of 24½ feet, and a gross tonnage of 1,780

are propelled by compound engines of about 1,700 horse-power. The passenger accommodation on the boats is extensive and excellent, while the saloon is tastefully fitted. They are lit throughout by the electric light, and thus for an innovation in Canadian lake travel. On leaving Owen Sound, the immense Canadian Pacific grain elevator stands out near the wharf. Passing up the harbour, with Point William on the right, and Cape Cornmole on the left, the middle waters of Georgian Bay are soon reached and afford an excellent view until we pass up the St. Mary's River, where some of the prettiest of lake scenery is met for 80 miles, reminding one forcibly of the beauties of the Thousand Islands. At times we are face to face with some huge rock, and seen about to turn heading into it, when a turn of the wheel brings the boat safely round a sharp corner, and into a spacious channel beyond. In a short time we reach Lake George, a beautiful sheet of water, some fifteen miles long and four to five broad, studded with numberless islands. At the head of the lake is Churchville, at one time a place of some importance as a timber station, but now the dwelling place of but two or three families. In the shallow waters of the lake wild rice is seen growing plentifully, and serves to feed countless flocks of wild ducks. Along the north shore we coast Sugar Island, an American possession, owing its name to its rich growth of maple trees, under which large quantities of excellent sugar are made every spring. On the Canadian side of the river are seen pretty villages, surrounded by hilly country; followed by Garden Pier and Garden City, a small but pretty village of 600 inhabitants, forming part of an Indian reserve which extends for nine miles along the St. Mary's River. The Indians here are chiefly engaged in fishing and the chase, though the neighbourhood abounds in mines of silver, lead, and copper. Passing through Little Lake George we soon reach the two towns of Sault (pronounced Sault Marie, the one on the left in the State of Michigan, and that on the opposite shore in Canadian territory

SAULT STE. MARIE STRAIT.

The old village of Sault Ste. Marie on the northern side, is nest though smaller and with less of the go-ahead air characterizing its American neighbour.



ON THE CANADIAN LAKES.

The Canadian village are broad, and some of its buildings are fairly creditable. The inhabitants are now largely engaged in the fur trade and fisheries, though it is anticipated that the erection of docks for the accommodation of the new Canadian Pacific steamer will soon open up new industries and give considerable impetus to the trade of the place. There is, however, an immediate probability that it will outdo its American rival, which has now a population of nearly 2,000. All vessels passing through the canal call at the latter village and take in coal, and a garrison of two American companies of infantry and four field pieces are placed here. The rapids at this point have a descent of 22 feet, and the water is from the lake average depth of 40 feet, and form the natural limit of steamboat navigation. The scenery is very charming, the high, steep, and picturesque surroundings. During the vessel's stay at Sault Ste. Marie, the rapids may be run with the aid of a canoe and two Indians, whose services are obtainable for 50 cents per passenger. To overcome these rapids and afford uninterrupted water communication between the great keel canal was, in 1855, cut largely through rock on the American side, thus placing the upper and lower reaches of the river in direct communication. Traffic increased so rapidly that in 1874 a grant of three million dollars was made by Congress to increase the capacity of the canal. In seven years it was finished, and is now classed as the finest structure of its kind in existence.

LAKE SUPERIOR.

Leaving the Sault and beaming for fifteen miles up the river, the vessel commences to plough the waters of Lake Superior, the largest freshwater lake in the world. Drop New Brunsvick into it, and you make the Province an island; while Switzerland would occupy little more than half its area. Though far above the sea level, the waters of the lake average a depth of 400 feet, and many of its depressions have never yet seen plummet long enough to reach their base. To its great depth is attributed the peculiar coldness at all times characterizing the waters of the lake. Even though the sun be at its height and the weather ever so warm on land, let the voyager bear in mind that an overcast in the sky, or a cold wind from the north, will bring from the River St. Mary's, Whitefish Bay, and bearing the headland of Whitefish Point, the coast line is seen for miles on either hand. To the north is the low-lying Isle Parisien; beyond it Point Iroquois; while far in the distance rises Gros Cap. The mainland is now soon visible again, and Cape Thunder is seen rising boldly from the water on the right, with McKay's Mountain in the distance. Passing Pass Island and Isle Royal, which, with the indentation of the north coast, affords good shelter for vessels, we enter Thunder Bay, between the imposing headlands of Thunder Cap, rising majestically to a height of 1,350 feet, and Pie Island, with an altitude of 850 feet, no called from its resemblance in form to an immense pie, from which one may fairly conclude that this adjunct to civilization was not altogether unknown to the early inhabitants of these regions. The bay is a north-west expansion of Lake Superior, and the most southerly of three large indentations, the two above being Black Bay and Nepigon Bay. It measures thirty-two miles in a north-westerly direction, and fourteen miles from Thunder Cap to the mouth of the Kaministiquia River. The spaciousness and majestic grandeur of a cape cannot but be admired as the vessel approaches the Port Arthur wharf, where a landing is effected after a lake voyage of some thirty-six to forty hours.

PORT ARTHUR AND DISTRICT.

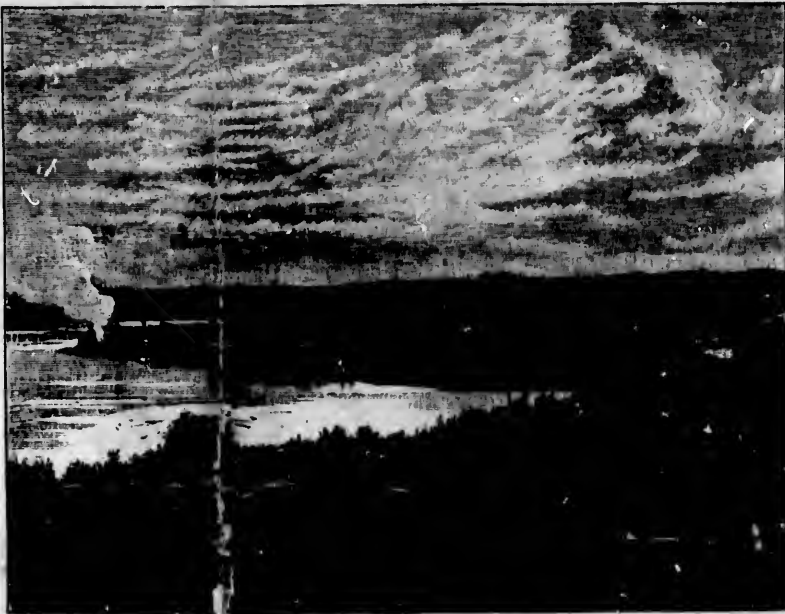
Port Arthur, or Prince Arthur's Landing as it used to be called, is well spoken of as "The Silver Gate," in that it is the natural door of entrance to the North-West. Its future importance can hardly

be a matter of doubt. Its land-locked bay affords an excellent and safe harbour; it is surrounded by a country in which vast stretches of rich agricultural lands, including the Kaminitiquia and other valleys, and large lumbering reserves combine with gold, silver, iron, copper, lead, zinc, and other mineral deposits, to make it one of the greatest values; while westward, and tributary to it, lie the great wheat fields of the Canadian North-West, the extensive cattle ranches of Alberta, and the fertile acres of northern Minnesota and Dakota. The population of Port Arthur has doubled itself in less than one year. It is now about 8,000, and continues to increase rapidly, while creditable buildings are springing up on all hands. The town—for it was so incorporated in 1888—is beautifully situated on a gradual slope towards the lake. From the hill in the background the whole landscape is laid out before one. To the right, some six miles distant, McKay's Mountain, a grand headland, rises 1,000 feet high, with Fort William and the Kaminitiquia River at its foot; further lies Pelee Island, and the smaller Wisconsin Islands protruding the Harbour; in the same distance to the northern portion of Isle Royal, and more to the north Thunder Cape, while in the bay vessels may be seen approaching for thirteen miles. Still farther to the left, at the north end of the town, are the new Canadian Pacific Docks, generally known as the Government Dock, upon which stands the immense elevator erected by the Company, and capable of storing an immense quantity of the grain of the Western farmer to await shipment. This structure is considered the most complete of its kind in America, and the facilities for handling grain are such that one car is on an average unloaded every three minutes, while in the same space of time three that amount of grain is passed from the elevator into the hold of the vessel. Bordering on the bay at this end of the town are fifty acres of land occupied by the railway company. It is indeed to the feet of its being the lake terminus of the Thunder Bay division of the Canadian Pacific system that Port Arthur owes its recent development. Here are transhipped the vast and varied products of Manitoba and the great North-West, as also here the immense cargoes of general merchandise necessary to supply the population of the western

FROM THE LAKES WESTWARD.

THE NATIONAL PARK OF THE FUTURE.

At Port Arthur, the all-rail and the rail and lake portions of the Canadian Pacific eastern system meet and passengers thence proceed by the main line to Winnipeg, through a remarkable tract of country, wild and rocky, in places magnificent in scenery, and abounding in gold, silver, and the economic minerals, as yet but very scantily worked. After leaving Port Arthur and the old trading port of Fort William, we follow for some distance the course of the Dawson route, formerly the only means of reaching Winnipeg. Through the valleys of the Kaminitiquia and the Mattawan, the train passes over a broad belt of low swamp and across a gravelly plain, catching in places beautiful glimpses of the swift and winding waters of the Kaminitiquia on their course to Thunder Bay, surrounded and overhung by huge rounded hills of rock. Ten miles farther the rivers are crossed by fine iron bridges, and taking a north-western course we leave the old Dawson route to pursue its way westward to the Rainy Lake district, on through a chain of lakes to the Lake of the Woods, and thence by water to Winnipeg. Following the course of the Sunshine Creek, a bright stream flowing impetuously over a rocky bed, we come to Pilsand, 57 miles from Port Arthur. Thirteen miles beyond, we cross the watershed, which divides, at an elevation above the level of Lake Superior of 1,100 feet, the streams of the St. Lawrence from those flowing into Lake Winnipeg and Hudson Bay. For the next 100 miles to Tache is a fairly level expanse of wood, rock, and lake. Here a serious obstacle in the construction of the railway had to be overcome, in the form of a "floating muskeg," one of those undrained marshes of unknown depth, so green and pleasant to the eye, but so treacherous under foot. West of Tache, sand deposits are a noticeable feature, and farther still, at Wabigoon, near the large and beautiful "lake of flowers," which gives its name to the district, is a stretch of good black loam.



OF THE WOODS DISTRICT, LUMBER MILL.

prairies are transferred from water to rail. In addition to the Canadian Pacific steamships, boats of the North-Western Transportation Company of Sarnia and the Collingwood and Lake Superior Transit Company run to the port regularly. As a shipping depot Port Arthur ranks high. In the fiscal year ending June 30th, 1894, 887 vessels were reported with a tonnage of 450,559 tons, and crews numbering 17,742. A vote of 150,000 dollars has recently been made for a break-water to run from the lighthouse at the end of the Canadian Pacific depot, parallel with the coast to a point opposite the elevator of the Company. Farther south are the emigrant sheds, which have happily been much in requisition this season while farther inland are the Episcopal, Catholic, Presbyterian, and Methodist churches, the public school, town-hall, court-house, post-office, convent, and other public buildings. Two newspapers are published—the Thunder Bay Sentinel (daily) and the Herald (weekly). A large trade in fresh fish is carried on, and for lovers of fresh water sport there are innumerable small streams and lakes in which the choicest species of trout abound.

Six miles west of Port Arthur, on the main line of the railway, is the town plot of Fort William, on the banks of the Kaminitiquia River, which empties into Thunder Bay, after a course of three miles from this spot. This fort was the first starting-point of the Dawson route, and the original Lake Superior terminus of the Canadian Pacific Railway, as proposed by the Macleanite (Liberal) Government. Certain reasons, however, gave Port Arthur the preference, and Fort William has now fallen back almost to its former obscurity, and its population hardly numbers 500. The natural harbour, 11 miles in extent, has an average breadth of 350 feet, and a depth of eight or ten feet, so that vessels drawing over nine feet of water anchor around the river. The round houses and machine shops of the eastern division of the railway are established at Fort William, and give employment to a large number of men. Capacious elevators and docks are built on the river front, and a considerable lumber trade is carried on.

Eighteen miles from Port Arthur are the KARAFUA FALLS on the Kaminitiquia River, the drive to which from the town is very pleasant. The falls, otherwise called the Chief's Roach, form one of the most magnificent of cascades. Constructed to a width of 50 yards, and supplied with a volume of water unusual for such a breadth, the river in one dense sheet drops abruptly into a deep, narrow canyon, more than 100 feet below, from the edges of which, for nearly half a mile, rise rugged, abrupt walls of shale, in many places overhanging their bases. Below the falls, the river presents a continued rapid for 20 miles, from whence it quietly passes to its mouth and into Thunder Bay.

"This is," truly writes one of the British Association visitors of last autumn, "the land for the lover of the picturesque. From Ignace, a town about 150 miles from Port Arthur, to Telford, a distance of 100 miles you have a constant succession of lakes of exquisite beauty, shut in by rocky hills of the most varied and fantastic shapes, and all covered with forest. This region has, moreover, the character of being very breezy and salubrious, and there is no doubt that it will ere long be one of the favourite summer resorts of the American Continent. An angler who had been over it declares that it extends as far north and south as it does east and west; he could not give any estimate of the number of lakes, but considered there are at least 10,000 islands, and the lakes are more numerous than the islands. The fishing in the rivers tributary to these lakes is something wonderful. A fellow-traveller told me that himself and a companion caught the tail of a four sack of trout in one of these streams in a single afternoon between dinner and tea time. The fish there are as unsophisticated as the country. A bit of red thread wrapped round a hook or a red feather tied to it proves an irresistible attraction. They will not even disdain a bit of fresh lean pork—different from European trout, who seem somehow to have advanced with the march of civilisation and to have become connoisseurs in fish. Here is a National Park ready to hand, six times the size of the National Park of the United States. The Canadian people are talking of making a National Park on the Rocky Mountains, but they have, as it were, at their very door a National Park that the world cannot equal. All that is required is roads and hotels. Let them only open up this region and appoint rangers and foresters to protect and keep it as a National Park, and they will have an attraction which by and by will draw hundreds of thousands every summer from the American Continent and Europe. If it has not the geysers and other natural phenomena of the National Park of the United States, it has on the other hand an inexhaustible variety of scenery the most romantic that can be conceived. The Kaminitiquia, the Rhine of the new world, runs through the country, and if it lacks the 'cinder' fortress that crowns the heights which overlook its European rival it far surpasses it in all other respects."

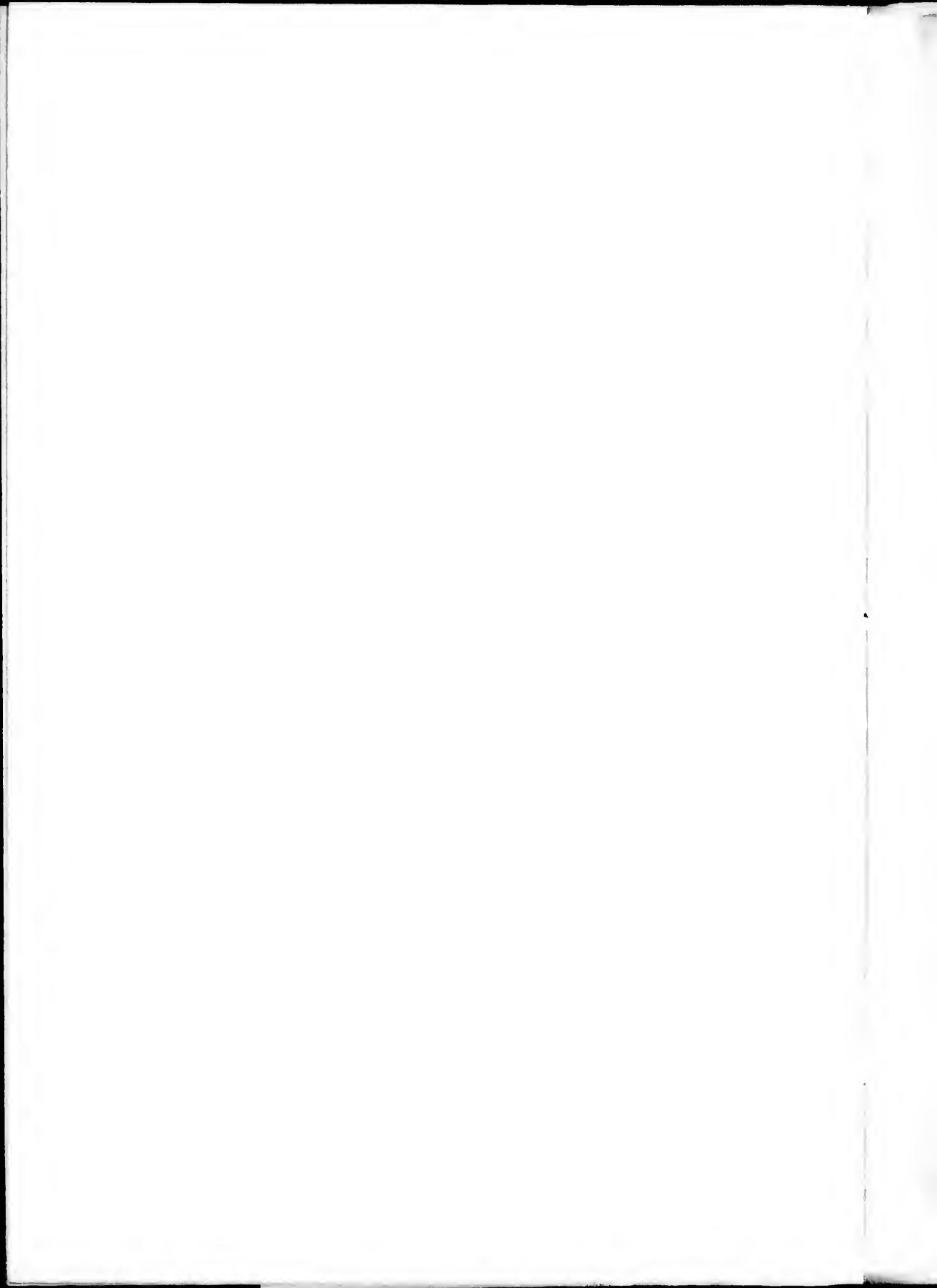
LAKE OF THE WOODS.

Skirting for a short distance the wide bay, which the railway now reaches, we cross the northern part of the Lake of the Woods, and enter the picturesque little incorporated town of Ray Fortway, situated on a strip of land lying between the lake and a bay of Winnipeg River. Here, in the place of the out-

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of the way Hudson Bay Company's post, known to the Indians by the highly euphonious name of Kakabekishewan (which, translated, means "The Hoop Rock Fall") is now a busy town of about 1,000 inhabitants, the centre of what bids fair in the near future to be a most important gold and silver mining district. Considerable activity is already prevalent in this and neighboring mining districts. New discoveries of valuable and apparently extensive mineral deposits have been made, and workings on a large scale have continued at the Huronian, Beaver, and Zenith zinc mines. With development as far west as the Huronian mine, so near home as the Beaver, Rabbit Mountain, and Silver Mountain district, and so far east as the Zenith zinc mine, great results from such a vast territory are looked for in the near future. The natural water power of Hat Portage is perhaps the finest in America. By many it is pronounced superior to that of Minneapolis, and the water power of that American city is admitted to be the most valuable of any in the United States. Hat Portage is on this account the seat of an extensive lumber trade: several large mills and manufacturing have already been established, and the recently discovered gold mines in the vicinity have stimulated trade and enterprise. Almost in sight of the town are the two beautiful falls over which the two outlets of the lake begin their downward course to Lake Winnipeg. Opposite the falls the clear, sweet waters of the Lake of the Woods extend great natural beauty on all hands for more than one hundred miles to the south and west, though the view is confined to the limits of a broad river by the verdant slopes of a thousand closely clustering islands. Compared with other lakes, the Lake of the Woods deserves a high rank in the scale of beauty. The scenery is wild and romantic in a high degree. Its shores, much indented with bays, are faced with precipices and crowned with hills and knota of variable heights, else with a dense foliage of shrubbery and evergreens. Its surface, studded with countless islands of various sizes and forms, said to number 12,000, produces an effect surpassing even the Thousand Islands of the St. Lawrence. On the islands as well as on the mainland the mineral outcrops have been traced for more than twenty miles, and large beds of gold quartz found. Several companies have been organized to work the mines, which are of considerable value. In two of the working mines a depth of 150 feet only has been reached, and the ground is found to increase in richness, while the seam or pay streak gradually widens. Milling returns show, as yet, from ten to fourteen dol. per ton. The accessibility of the locations now being worked is such as to allow of their operation at far less cost than any mines yet discovered in North America.

A short journey from Hat Portage and we enter Manitoba territory under the award of last year. Past low mountains of primitive rock, clothed with tall, slender tamaracs, growing on a thin soil, and between lake after lake, through deep rocky cuts and tunnels, and over lofty embankments, for thirty-seven miles, we reach Cross Lake, on the west bank of the railway. Westward still we leave behind the clear rapid streams, and pass along the banks of muddy prairie rivulets through low-lying land, where tamarack, poplar, and other trees give place to clumps of stunted shrubbery as we near the Red River valley. Wurtzburgh, at the crossing of Whittemouth River, a depot for the timber supply of the district, is the only considerable station. Its soil of excellent quality, and a considerable number of settlers have recently commenced agricultural operations, to which the adjoining country is well adapted. It is indeed understood that the Dominion Government purpose opening up all lands on the Whittemouth River for settlement. The town itself has good water privileges on the river, and the surrounding lands being timbered, a large trade is done in railway ties, lumber, timber, and cordwood. From Whittemouth westward the land of rock and swamp gradually gives place to the deep, rich soil of the prairies. Forty miles west the railway strikes the Red River at St. James, on the east bank of the Red River, whence the railway turns south and skirts the east bank of the river until Winnipeg Junction is reached. Here the main line is joined by the branch line from the south, which makes connection with St. Paul and Chicago, and both turning westward, cross the Red River and enter the City of Winnipeg.

WINNIPEG.

Winnipeg the capital of Manitoba, is naturally the distributing point of the great territories stretching to the north and west for hundreds of miles. Prior to 1870, Winnipeg was nothing more than a chief trading post of the Hudson Bay Company, whose headquarters were at Fort Garry. Its population then reached 300 souls. Its growth since is marvellous, equalling even that of Chicago's early days. The city, covering an area of about 4,000 acres, is situated on the west bank of the Red River, upon an elevated plateau about sixty feet above the river level, where the waters of the Assiniboine enter the main stream. The city itself (for it obtained its charter of incorporation in 1873) is full of activity; it is neither the collection of "houses enough to form a sort of scattered town," which the Earl of Southesk found in 1859, nor the "miserable little village of Winnipeg," of which Col. Butler wrote in 1870, when it was nothing more than Fort Garry, the chief trading post of the Hudson Bay Company. From a population of 150 in 1870, with an assessment roll of two million dollars, the number of its inhabitants in 1883 was 12,000, and in 1885, 20,000, while its present rateable property is assessed at \$2,815,100 dol., or £6,369,020. The majority of the public edifices are well built, of the excellent limestone brought from Stonewall, or of the cream-coloured brick made from prairie clay. Main Street, the principal thoroughfare, is 122 feet wide and a mile and a quarter long, running from the railway station to the south of Fort Garry. Near the Port are found the laundry and other offices of the Canadian Pacific Railway Company, the Pacific Hotel,

the Custom House and Inland Revenue office, the Dominion Lands office, the Governor and Emigration office, all of which are pure white brick buildings. The new warehouse and stores of the Hudson Bay Company and the How. Cassin's buildings are handsome structures, while the other notable buildings on Main Street are the post-office, city hall, the Bank of Montreal, and the Ontario, Merchants', Imperial, and four other banks. Portage Avenue, running from the Red River in a westerly direction, parallel with the Assiniboine, is another leading street. Notre Dame and Princess Streets are also business thoroughfares of importance. As the provincial capital, Winnipeg is the headquarters of the Provincial Government, the residence of the Lieutenant-Governor, and the abode of the provincial superior courts. The city is lighted by electricity and gas, street railways are in operation, and most of the advantages and conveniences of an old established city are found within its walls.

The mercantile and commercial interests of Winnipeg have expanded with no less elasticity than the city itself. In 1883, the imports amounted to \$1,911,767 dol., and the exports \$1,419,481 dol.; a total of \$3,331,248 dol. In the previous year the total was just over seventeen million dollars. In 1881, hardly eight million dollars; while ten years before, in 1872, the total commerce of the town was represented by no more than one and three-quarter million dollars. The carrying trade by rail and steamer is very large. No less than seven sections of the Canadian Pacific system converge here. In a north-easterly direction runs the eastward section of the main line for twenty-three miles to Selkirk; more to the west on the other side of the river is the West Selkirk branch, twenty-two miles in length; farther west still, taking a north-westerly course, is the Stonewall line, twenty miles long; next comes the main line, also running in a north-westerly direction, through the fertile mile belt to the Rocky Mountains south-west to the Pembina Mountain section, open for 102 miles to Manitoba, with a branch south to Greta and the South Western branch; while due south is the line to Emerson and St. Vincent (sixty-eight miles), where connection is made with the United States railways. The passenger station is a fine and commodious building, lit throughout by the electric light, and in every way befitting so important and progressive a centre.

LAKE WINNIPEG

Among the interesting excursions that may be made from Winnipeg is one northward to Selkirk by rail and the steamer, which makes trips about weekly. Selkirk is an incorporated county town on the west bank of the Red River, very little north of Winnipeg. It derives some importance from its position at the head of deep-water navigation on the river, a service being maintained with Grand Rapids at the foot of the South Saskatchewan river, by the boats of the Winnipeg and Western Navigation Company. At Selkirk the Red River is very slightly larger than at Winnipeg—about 850 feet broad—and flows in a crooked course between banks partly wooded and occupied by an Indian reservation, though with frequent stretches of marshes. The Indians on the Lake are Chippewas, Swampys, Ojibways, and Crees. Thirty miles below Selkirk, and about sixty from Winnipeg, the river widens into the lake, which is several months. The lake, 340 miles long, is full of wooded islands, and affords in many parts excellent scenery. When open to convenient travel the lake will unquestionably be a considerable attraction to tourists and sportsmen. On the west shore, some fourteen miles beyond the entrance from the river into the main body of the

lake is a successful Icelandic settlement, spreading over a shore frontage of about fifty miles. There are now some fifty families established in the reserve, while frequent arrivals from Northern Europe add to the colony. As Lord Dufferin pointed out when visiting the settlement, it is not to be expected that these people, bred amid the snows and ashes of an Arctic volcano, should exhibit the same aptitude for agricultural enterprise and settlement as those from intimate contact with the higher civilisation of Europe. Yet they are endowed with a great deal of intellectual ability and a quick intelligence, and are well conducted, religious, and peaceable. They are well educated, and more apt to acquire the speech of the English language than other foreign settlers. The travellers, in visiting the reserve, will scarcely enter a library that does not possess a library. In the east shore of the Lake a number of lumber mills will be noticed, and probably some signs of the active white fish trade carried on with eastern cities.

MINNESOTA SETTLEMENTS.

To the south of Winnipeg excursions may be made to St. Vincent and Emerson, including the successful Settlements. Mentioned of Russian extraction, though German race, moved to leave their native land by a conscientious objection to the Russian law requiring every male subject to enter the army.

WINNIPEG TO HEADS.

The main line of the railway westward from Winnipeg follows generally the valley of the Assiniboine River for 180 miles. For 40 miles to Portage la Prairie, the first incorporated town of any pretensions, the railway crosses rivers in almost parallel lines through a level prairie country of great fertility. Portage la Prairie was in olden times known as the nearest point on the Assiniboine to Lake Manitoba, and became a place of importance on this line of water communication. Versadry built here his Fort la Reine, and the place subsequently became a leading Hudson Bay Company's depot. It is in the centre of one of



ABOVE THE FALLS, WINNIPEG RIVER.



MCBETH'S HOMESTEAD, KILDONAN, MANITOBA.

the most promising agricultural districts of the Province; it has a population of 8,500, and is rapidly rising in importance. Its manufactures are numerous and representative, while it is the junction of the Manitoba and North-Western with the Canadian Pacific system. Passing through a number of rising villages we come to Brandon, admirably situated on the Assiniboine, with picturesque banks on both sides. It was first settled in 1861 on the completion of the Canadian Pacific Railway to that point, and incorporated in 1882. Its population has increased very rapidly, now numbering about 4,000. In size and importance, Brandon comes next to Winnipeg, and, being surrounded by successful settlements, is already a commercial centre of some importance. The position on the Assiniboine River, and on the main line of the railway, will, it is thought, develop the farming capabilities of the district as to add materially to its importance. Eight miles to the south-east of Brandon are the Brandon Hills, which rise, ridge over ridge, from the level of the Souris as it runs in a deep valley and forms a picturesque scene. The settlement here numbers some 200 or 300. Farther south still, about thirty miles from Brandon, is the Elliott settlement, which is highly successful farms. The district around Brandon is generally well settled.

Proceeding westward, we pass a light sandy stretch of country, with many boulders, suited rather to grazing than the growth of cereals. Beyond Oak Lake and Virden are the centres of a highly productive region. The latter is a lively little place, with an hotel, several stores, and an elevator of 35,000 bushels capacity. It is in this district that a Swiss dairy and cheese factory is about to be established by a settlement of Swiss farmers. The country round Elkhorn and Moosomin is of the same promising nature, and here it will be noticed by those who have been in the somewhat cooler past a wide view over the prairie is obtained. About ten miles to the south of Wapella is the "location" of the colony of Scotch crofters, established last year by Lady Gordon Cathcart, and the settlement during the past two seasons. Each crofter has a hundred of 160 acres, and the prosperous condition of the farms and contentedness of the settlers indicate what perseverance and thrift may make of very small beginnings. Concerning this colony, the following report made to Archbishop Tache by the Rev. Father McCarthy, after his return from a visit paid to the crofter settlement in the North-West Territory, may be of interest:—"I visited in the 20th and 21st inst. instead the crofters' settlements between Moosomin and Wapella, North-West Territory. Besides fulfilling the duties of the sacred ministry, I examined and inquired into the condition and prospects of these people. From my own observations, I find the crofters to be, as a general rule, industrious, thrifty, and competent farmers. In this appreciation I am borne out by Mr. McHugh, land agent and farm instructor, with whom I had the pleasure of travelling. Having informed them that your Grace (Archbishop Tache) was desirous of knowing if they were satisfied with their condition, the principal men among them, after consulting the others, desired me to assure your Grace that (1) that the crofters are perfectly contented with their present position, and full of hope of realizing a comfortable and, in time, an independent livelihood; (2) that they are far better off than they were in the Old Country, and their best wishes for their sons at home would be to see them settled here as they are; (3) that the only difficulty they require to complete the happiness of their new homes is a priest, speaking, if possible, their language, and a teacher for their children; (4) that while the majority of your Grace for seeing them a priest occasionally, they hope it may soon be in your power to furnish them with a priest for themselves; (5) as they are anxious to avail themselves of the laws of this country, which give them a Catholic school, they respectfully request your Grace's good offices in obtaining for them a teacher from the Old Country; (6) that they wish to see the Catholic school for their children in the Gaelic language; (7) as in their present circumstances they have as yet no means save willing hands to build a church and schoolhouse, these good people hope that God may raise them up some friend or friends here or in Scotland who will make some donation for these desirable objects. A few miles west of Wapella we come to Bannockburn, which, though consisting in 1882 of only a few shacks, and roughly boarded houses, is now a well laid-out town, and forms the marketing centre of an excellent farming country. Among the sites surrounding districts may be mentioned the York Colony, Saskatchewan Homestead Colony, Fertile Belt Colony, and Montreal Colony, as well as the large settlements south of Pipestone Creek and Moose Mountain. Broadview is also the nearest section to the Souris coal fields. Passing several small towns surrounded by homestead settlements, we come to Qu'Appelle, until quite recently called Troy. Qu'Appelle is a place of local importance, being the distributing point for Fort Qu'Appelle, the Touchwood, and the Prince Albert belt, and is a fine, fertile district situated in a park-like country, and already contains numerous hotels, stores, and dwelling houses. A flour mill on the Hungarian system with a capacity of 150 barrels per day, and an elevator of the capacity of 25,000 bushels will be built this year (1885). The leading manufacturers of agricultural implements, both of Canada and the United States, are represented here, while the Government have erected commodious immigration buildings, close to the railway station, for the reception of intending settlers whilst in search of land or employment. The College Farm of the Bishop of Qu'Appelle (Bishop Anson, formerly rector of Woolwich), is pleasantly situated two miles north-west of the village, and between the hills and the Touchwood. This district of the Qu'Appelle Valley is a most desirable one from an agriculturist's point of view, and is well settled. Here is situated the Bell Farm, 61,000 acres or 120 square miles in extent, spoken of as the largest in the world. Some idea of the immense area now placed under cultivation may be gathered from the fact that though the farm was open prairie two and a half years ago, no less than 6,000 acres have been already put under seed. Of the 1883 crop 10,000 bushels were exported to Montreal, and 13,000 sold in different parts of the country as seed. The land is remarkably fertile, and the yield of the crop very large. It is also worthy of note that not a bushel of grain raised on the farm was damaged by frost last year. Excellent sport can be had in the Qu'Appelle Valley, as the woods and meadows are well stocked with prairie chickens, partridges, quail, snipe, hares, etc., whilst the lakes abound with geese, ducks, and other kinds of wild fowl. The fishing in the Qu'Appelle lakes and Long Lake is also excellent. To the north and west are found the wapiti, moose, antelope, and other kinds of deer, moose, and beaver, and other large game, besides numerous birds and other fur-bearing animals. Twenty miles distant from Qu'Appelle by the north Indian trail is Fort Qu'Appelle, around which are several excellent farms of both large and small extent; thirty-two miles beyond Qu'Appelle is Regina, the capital of the North-West Territory.



PRAIRIE SCENE, SOUTH SASKATCHEWAN RIVER.

Ifed the visitor to Regina in 1882 been told that the spot on which he stood would in two years form part of the capital of the North-West Territories, he would probably have disbelieved his informant. Then three large canvas tents were to be seen on the open prairie, beyond all railway communication and all settlement. The extent of the main highway soon brought about a change. Rows of good substantial houses appeared, wide streets were laid out, and public buildings erected. The site of the town is not, it is true, picturesque in the same way as Brandon and other north-western places, but it is in the centre of one of the largest blocks of wheat-growing land in the country, of a rich dark clay, and its citizens hold no small expectations for its future. As the seat of government for the North-West Territories, Regina is the abode of the Lieutenant-Governor and the Indian and departmental offices, and the meeting place of the North-West Council. The council it may be mentioned, has jurisdiction over the whole of the vast North-West Territories of Canada, which comprise no less an area than 1,868,000 square miles. It consists of the Lieutenant-Governor (at present the Hon. E. Dewdney, P. E.), appointed by the Governor-General at Ottawa, who is assisted by eight electoral representatives of the Territories, the three surviving members of the original council appointed at the inauguration of the Territorial Government, and the three appointive magistrates of the Territories who are ex-officio members. Here are also the headquarters of that well-disciplined and most useful body, the Mounted Police, who, though numbering under 30 officers and 120 non-commissioned officers and men are commissioned to carry out the law and preserve the peace from Moosomin, on the Manitoba boundary westward, for 750 miles, to the main division of the Rocky Mountains, to the United States boundary northward for about 250 miles. The Wascana River, better known as the Pike of Bones River, flows close at hand in a north-westerly direction, and supplies the town with good water. A commencement has now been made in the construction of a branch railway past Long Lake north-westerly towards Battleford, and in a northerly direction to the Peace Albert, thus making the capital the junction to these fertile regions in the north. It is intended to construct this season the first portion of the line from Regina to the town of Long Lake, a distance of 22 or 23 miles, and this section will, it is anticipated be so far completed as to allow of the running of trains by September 15th, 1885.

Long Lake is a splendid sheet of water, lying in a north-westerly direction. It is about 65 miles long, and from one to four miles wide. The water is deep and swarms with fish, and at the south end the banks are 200 to 300 feet high and closely wooded; indeed, for about 12 miles up the lake, from where the railway will strike it, the scenery is very beautiful, and there can be no doubt that it will be the favorite summer resort of the people of Regina so soon as the railway is completed. The company propose putting a steamer on the lake, so that when the present portion of the railroad is in operation, goods for the north will go forward from Regina by rail, say 23 miles; thence by boat 65 miles, or in all nearly 90 miles further by rail than at present, before taking to carts. One of the most interesting of recent settlements in the Regina region is the one made by Germans and Swiss at New Estates, on the shores of Long Lake, which is attracting considerable attention among intending colonists in the Fatherland. Westward from Regina the main line of the railway runs through agricultural land of the finest description past Grand Coulee to Fense. Here the Historical and Scientific Society of Winnipeg have discovered some boulders of considerable interest, inside one of which was found an innumerable quantity of beautiful shells, leading to the belief that the boulder had been transported from the parent rock during the Glacial period, when an immense river of ice carried fragments of rock eastward, and left them upon the prairie hundreds of miles from where they were in situ.

On through gently undulating prairie for twenty-five miles is Moose Jaw, pleasantly situated on a slope, rising north of the railway, at the confluence of the Moose Jaw River and Thunder Creek. The town has a neat, clean appearance, and has made very rapid progress. In its vicinity is the interesting settlement of colonists from the East End of London who came to the North-West in the spring of 1874, twenty miles to the north is Buffalo Lake, an expansion of the Qu'Appelle River, 75 miles long by one mile wide, which runs, like all rivers of what is geologically known as the second prairie-level, through valleys from 150 to 200 feet in the surface of the prairie. The banks of the lake are therefore from 150 to 200 feet high, and, as may be imagined, the scenery is very picturesque. Good mining and hunting are to be had around Moose Jaw Creek, Buffalo Lake, and the valleys of the district. From Moose Jaw the Indian trail leads northward to the Temperance Colony, distant 135 miles, a journey to which is calculated to occupy three days. The land occupied by these settlers is for the most part rolling prairie, plentifully watered, and of good fertility. The capital of the colony is Saskatoon, pleasantly situated on a well-wooded bluff, overlooking the broad South Saskatchewan River.

Leaving Moose Jaw, the line of the railway follows Thunder Creek, and gradually ascends the base of the Coteau of the Missouri. According to common belief, this was part of the route taken by the sons of Veranquay when they first sighted the Rocky Mountains. Good pasturage lands are found here, and no natural requisite for sheep farming is said to be wanting. About twenty miles west of Moose Jaw we pass Pelican Lake, lying in a north-westerly direction, and abounding with fish, geese, pelicans, and other wild birds. Here we are on the summit of the Coteau, and here we make the first of the farms established to determine the agricultural capabilities of the region extending from Moose Jaw away to Calgary, in view of the Rocky Mountains, a distance of over 100 miles. The soil of almost the whole district is light and variable, and much controversy has been aroused as to its ultimate value. To fully investigate the point the Canadian Pacific Railway Company, acting through their energetic land commissioner, Mr. J. H. McTavish, established last season ten test farms at intervals of from thirty to forty miles apart. In October, 1884, "breaking" was commenced at Secretan, and continued throughout the whole belt, an average of over twenty-five acres being broken on each farm in a series of operations as will represent the fair average quality of the whole tract. The present result of these practical tests is most satisfactory, proving as it does that the whole region is one admirably suited to agriculture. The breaking operations revealed that the land of the first eight farms is "excellent for general farming," varying from a clay to a sandy loam of from five to twelve inches in depth, with a sandy-clay subsoil, while the land at the west end is a rich dark loam, eight to fourteen inches deep, with a sandy-clay subsoil. The crops on the farms last season, showed remarkable vitality and abundance. Indeed, the experts declare the wheat on some of the farms to be the best ever seen in the North-West or in the Province of Ontario, while English millers declare that the No. 1 Hard Eye variety to be better yet placed on British markets. "We consider," state one eminent firm of English millers, "the wheat (from Dunmore Farm) some of the finest quality we have seen for a long time. The colour is good; large proportion of gluten of a very fine quality. If such

wheat can be put on our market at a reasonable price, it must meet a ready demand at home, to a few quarters over the best Indian red wheat." Says another: "There can be no better quality of wheat used for mixing purposes than it is, both for strength and quality of flour produced, and length also." And a third remarks: "I think it an extremely valuable wheat for milling in Britain, containing both colour and strength, and would, I should say, improve the quality of any flour made in this country." It is therefore evident that this tract of country is not a "sterile belt," or the region "without water and utterly unproductive," as was so often and so confidently asserted. The experimental farms have settled the question of the value of the soil; the growing crops of every kind are there to speak for themselves. As for the lack of moisture, the meteorological record shows an abundant rainfall, and completely disproves of this fallacy.

Leaving Secretan, Maple Cross, so named from the numerous ash-leaved maples found growing along its banks, is the next station of importance, and here we sight the Cypress Hills, rising 400 feet from the plain, at the foot of which the valley of the creek lies. Several outcrops of lignite coal have been known for some years to exist in these hills, and last summer it was ascertained that one of them is continuous over almost the entire area of the hills, and shows in places about five feet of fair lignite, not, it is true, of equal value to that worked farther east, near Medicine Hat. A Government farm for Indians was formerly established at Maple Creek, but was abandoned for fear of complications with the United States Indian tribes. It is now superseded by one of the railway test farms. Twenty-eight miles to the southwest of Maple Creek by the Indian trail lies Fort Walsh, one of the head stations of the Mounted Police. Maple Creek seems likely to undergo some development in the near future, owing to its proximity to the cattle ranches of Montana in the United States. The ranchmen have, it is said, found it cheaper and more expeditious to bring their cattle through Canadian territory, and they have therefore of late sent large numbers to Winnipeg, and thence to Maple Creek, from which point they are driven to the ranges south of the boundary line. Passing on from Maple Creek we have behind two more test farms near to the main line, one at Forbes, and the next at Dunmore. The latter is remarkable, for though looked upon by most people as a forlorn hope, it surpasses the others in its proximity beyond the farm we soon cross the South Saskatchewan River by an iron bridge, and enter Medicine Hat, prettily situated in a gorge which runs through high bluffs on to a broad interval.

MEDICINE HAT TO BOW RIVER.

MEDICINE HAT, 2,100 feet above the level of the sea, with a population of some 500, is well called a "striving town," for its people and general appearance are fully in keeping with a real Western city. Here the citizens and railway company seem to have vied with each other in building up fairly substantial buildings. The origin of the peculiar name of the town has been a puzzle to many, and not a few remarkable derivations have been given. One thing is certain—the Indians knew it by no such name, nor its equivalent, for the Chippewas, Cree, and such other tribes as frequented the spot, always called it "Kah-as-co-ta-la-wa-tie," which, translated, means, "When the river runs close to the mountain." The appropriateness of this name is appreciated as one sees the "clear swift-flowing" Saskatchewan, backed by brown hills. This great river, the Southern Saskatchewan, is formed on the southwest by the union of the St. Mary's, Bow, and Belly Rivers, which rise at the eastern base of the Rocky Mountains. Some distance below Medicine Hat it is joined by the Red Deer River, and flows on past the Elbow, where it is 1,814 feet wide, and forms a channel 10 feet deep. Thence it proceeds due north to The Forks, joining the main stream, and is afterwards to Cedar Lake and Lake Winnipeg, ultimately to reach Hudson Bay. Improvements are now being carried out in the navigation, long greatly increase the transport facilities of many portions of the Territories.

The future of Medicine Hat is wrapped up in the development of the great coal fields, directly to the west and beyond, around the Bow and Belly Rivers, which are now being brought into more direct connection with the main line of railway by the construction of a branch railway of 190 miles into their midst from Medicine Hat. Of the extent of these coal regions there is now no doubt. Three miles above the town there occurs an outcrop in the side of the river valley, at the height of about 80 feet above the water level, with a thickness of 4 feet. Five or six miles beyond, on the north bend of the river, are the works of the Saskatchewan Coal Mining Company, at a distance of one mile only from the railway. Farther up the river, about ten miles above Medicine Hat, are two seams of 4 feet 6 inches and 4 feet respectively, and exposures variable in thickness and character are seen to occur on nearly every bend of the river. The coal deposits farther west, in the districts watered by the Bow and Belly Rivers, are practically limitless. They vary from lignites to coals containing a very small percentage of water, forming a strong coke on heating, yielding abundance of highly luminous hydrocarbons, and precisely resembling ordinary bituminous coals, though of Cretaceous or Laramie age. In the Lethbridge mine, on the Belly River, the workings are 1,000 feet in a horizontal direction, carried through a splendid seam of coal 5 feet 6 inches thick. This bed is described by a good authority as being practically inexhaustible, and as the branch line to the mine is now constructed from the main trunk of the Canadian Pacific Railway, coal, both for manufacturing and domestic purposes, is likely to be much cheaper in the North-West than it is now in the United States. The opinion is also expressed that as coal underlies the country for hundreds of miles, other mines will doubtless soon be opened up, but as yet the Lethbridge mine is the chief source of supply. The quality of some of the fuels is, according to Dr. Dawson, such as to render them suitable for transport to a distance, and it is doubtless on this belt of coal-bearing rocks in the vicinity of the mountains that the railway of the North-West will depend chiefly for their supply. Approximate estimates of the quantity of coal underlying a square mile of country in several localities give the following results:—Main Seam, in vicinity of Coal Banks, Belly River, 5,500,000 tons to the square mile; Grassy Island, Bow River, continuation of Belly River main seam, 5,000,000; Horse-

shoe Bend, Bow River, 4,900,000; and Blackfoot Crossing, a workable coal seam as exposed on Bow River, 3,900,000 tons underlying one square mile. The coal from the Oat and other mines in these regions was formerly floated down the river in barges to Medicine Hat, and thence forwarded to the east over the Canadian Pacific Railway; but the construction of the branch railway has greatly improved the means of transport.

Westward from Medicine Hat the serpentine course of the Saskatchewan is soon lost in the distance, and for 100 miles to Calgary we pass through genuine prairie country—no tree or shrub, simply one grassy plain. "The sky without a cloud forms a blue vault above; nothing around is visible but the prairie on all sides gently swelling and undulating, with the railway forming a definite diameter across the circle. The landscape is so uniform, a uniformity in which the only sign of life is the motion of the train." In making the journey, parties of Indians are sure to be met with. Of these, the Cree, on the Saskatchewan below Medicine Hat, are the most distinguished to the peaceful pursuit of agriculture; the Blackfoot, south of Medicine Hat, on the Bow River, are peaceful, and have made some advances in agriculture; the Barceos live their remote about eight miles up the Elbow from Calgary; and the Stonys at Morleyville, about thirty miles up the Bow River from Calgary. They are completely under the kindly control of the mounted police, a fact strikingly illustrated during the recent disturbances. In the then unsettled state of the regions to the far north some uneasiness on the part of the Indians throughout the North-West might have been looked for, but in spite of the many reports circulated to the contrary at the time it is now seen that, with the exception of a few isolated bands of little or no importance, no Indian disturbances have occurred, thus going far to show that the relations between the Canadian Government and the Indians are such as to make such a general Indian rising in these Territories next to impossible. Passing from Medicine Hat, the track of the railway enters a broad plateau between the Bow River on the south, and the Deer River on the north. The Indians throughout the North-West, in the first place of note. Here is a large Indian reserve, and a few farms are passed. Seams of coal, which occur near here, are being worked by an enterprising settler, though the seams farther east are of greater thickness, and more favourably situated for working. Fifteen miles west of Crowfoot Creek is Glenora, surrounded by excellent agricultural land, the settlement here, as far as the Territories are concerned, is the first place of note. This place is in almost a direct line between the important centres of Fort McMurray and Edmonton, and as it is twenty-five miles nearer to the former than Calgary, efforts are being made to direct the trade of the former place to Edmonton. The climate here, as far as the Territories are concerned, is well adapted to stock raising, the animals keeping in excellent condition on the prairie, without shelter, and without other food than the natural grasses. A good view of the Rocky Mountains is obtained at this point on a clear day, when, though distant 130 miles, the snow-capped peaks seem little more than ten miles away. Passing for fifty miles through a plain, though uncultivated, grazing land, skirting the western edge, waters are filled with fish, frightening large droves of antelope and buffaloes from their familiar grazing grounds, we ascend to the summit of the rolling plain, and, appearing at a slight distance, the first full glimpse of the mountains. Though little less than a hundred miles away, the distant peaks capped with snow are seen horizon and horizon, and the horizon standing as a rampart, and hiding proud defiance to all presumptuous intruders who wish to pass beyond. Soon we reach the Bow River, a beautiful winding stream whose cold clear waters run rapidly from the mountains over a pebbly bed; and passing on through the outer valley we reach Calgary, the favourite of every traveller and the home of many a pioneer farmer.

CALGARY, 860 miles west of Winnipeg, and 2,280 miles from Montreal with the Bow River.

As one views the town from the summit of a hill at the rear, over 3,000 feet above the level of the sea, the mountains are seen rising in one long succession of peaks on the west, north, and south, the nearest spurs being about 40 miles distant. Nearer are the Foot Hills, some 700 feet high, while the Bow River, clear as crystal, winds its way in the distance through grassy plains until it reaches the town, where it joins the Bow River, soon to join the larger stream, and before us lies the town itself, situated on a tableland, and surrounded on the north and south by ranges of hills, or buttes, as they are locally called. Calgary itself is not, it is true, of great dimensions as yet, but as the centre of an extensive and fertile agricultural region, the distributing point for the cattle ranches, and the centre of the gold mines to the west, it is likely to become a place of no little importance. Its central position in the district of Alberta, 120 miles from the summit of the Rocky Mountains, makes it destined to be the capital of the district when it is made a province. The site of the town has been very finely chosen at the confluence of the Bow and Elbow Rivers on a broad flat basin between the two rivers. Indeed, it has been said that it is the most attractive town-site either in Manitoba or the North-West Territories. It is surrounded by romantic spots, precipitous bluffs, and in the distance to the west and southwest very grand views of the Rockies are to be seen. A little over a year ago there were to be seen only the Mounted Police post, Hudson Bay trading post, and a couple of stores. Now there is a population of over 1,000, which is continually increasing. Four churches, a school, and a full supply of stores of all kinds, and enough mechanics and professional men to supply the wants of the residents and surrounding settlers. Calgary is a natural distributing centre for the considerable trade that is going on in the province with those connected with the railroad, miners and others, also for the whole Macleod district south, and for the immense trade with the Red Deer River and Edmonton country to the north. The mails are sent out from here to all these points, and the Hudson Bay Company have made it their chief trading post for this immense territory. It is also the centre of a rich agricultural country as is proved by the crops that have been raised this season as well as in former seasons. Through the town run all the principal trails leading to Edmonton, Peace and Athabasca Rivers, on the north, Macleod to the south, and Morley



MOUNT STEPHEN IN THE ROCKY MOUNTAINS.

