

Travel.

WITH THE BRITISH MEDICAL ASSOCIATION TO TORONTO — AND AFTER.

BY COLONEL J. M. BEAMISH.
Royal Army Medical Corps (R.).

AUGUST 10th, 1906.—Our start is made in a well-appointed special train leaving Euston at 12.40 p.m. in connection with the Canadian-Pacific s.s. "Empress of Britain" (20,000 tons), timed to leave Liverpool the same evening. In cool, pleasant weather the journey to Liverpool is completed by 5.30 p.m. and, after some delay in the arrival of baggage from the railway siding to the wharf at Prince's landing, and in moving off of the White Star s.s. "Cedric" for New York, the offing is cleared for the "Empress," which, with the aid of a tug, takes up a convenient position for embarkation of the passengers bound for Quebec and Montreal.

A final start is made about 7 p.m., dinner is served, and nothing eventful takes place during the Channel passage till daylight on the 11th reveals our position off Moville on the western shore of Lough Foyle, where we are condemned to await arrival of the mails till 1 p.m., in view, however, meanwhile, of a fine range of mountains, which, if not striking from the point of elevation, form a pleasing setting to the shapely lough. Some banks of clouds resting on the highest points, and broken at intervals by streaks of sunlight, make up a sufficiently characteristic picture of Erin with the "tear and the smile." We number about 250 first-class passengers, among them upwards of forty attending the meeting at Toronto. During the afternoon we observe some bolder coast scenery terminating in Malin Head, where a Marconi station is established. The sea is calm, the weather fine, and in a few hours we lose sight of the Donegal coast to face the broad Atlantic. The cuisine is excellent; the weather, too, is brighter than it was nearer the coast.

August 12th (Sunday).—The morning is fresh, with a surface swell on the sea, giving it an oily appearance. Later in the day the sea is slightly rough, imparting some motion to the ship, but scarcely enough to disturb the composure of the least nautically inclined. A fairly large congregation assembles for the Church

of England service, conducted by a clergyman who is a passenger. The second-class and steerage passengers are more in evidence than hitherto—a goodly number of the latter, almost entirely British, bound for the Dominion. The temperature in one of the first-class cabins on the upper promenade deck registered about 65° F. on two successive afternoons between 3 and 4 p.m.

August 13th.—There is a perceptible change to colder weather (58° F. at 11 a.m.), with choppy sea, a stiff breeze (north), and clouded sky; also a tendency on the part of passengers to seek sheltered corners, and avail themselves more than hitherto of such refuges as the lounge or café, music-room (as yet without the music), and library. And here it may be convenient to describe the situations of the principal reception rooms in one of the most modern of Atlantic floating hotels. The central feature is the dining saloon, amidships, on the main deck. This is overlooked from a balustrade by the café or lounge, the most comfortable apartment in the ship, well furnished with easy chairs and sofas, where it is permissible to smoke in general company, and tea is served in the afternoon. Immediately above this, separated by a canopy, in the centre of which is the base of a ventilating shaft, is the music-room, a palatial apartment decorated in the best style, on the same level as the cabins on the upper promenade deck, and the corresponding promenade round the ship. The library, with comfortable chairs and writing tables, overlooking the steerage forward, is connected with the café by two passages, while a smoking room similarly connected by a single passage overlooks the second-class deck sternwards on the same level. The state-rooms are numerous along the passages, but, while the ventilation is good on the whole, the conveniences, and especially cabin space, show little or no improvement on older vessels. The sanitary arrangements are good, and well up to the modern standard. The “Empress of Ireland,” eastward bound, was signalled at short distance about 8.45 p.m.

August 14th.—Day broke with a fog, clearing, with glimpses of sun, towards mid-day; less cold than yesterday—60° F. 8 to 10 p.m., musical soirée.

August 15th.—Slowed down during the night, owing to fog and apprehension of icebergs. The latter were judged to be near from the appearance of some pieces of floating ice. A sailor dryly remarked anent this fact, that “when chickens are about, the hen is not far away.” Fishing smack visible. In Marconi communication with Cape Race. Dull and overcast with fog up to

11 a.m.; temperature 60° F. Skirting the coast of Newfoundland, and in sight of Cape Race at 4 p.m. More fishing smacks in sight. The coast appears as a low headland with broken cliffs devoid of trees. Concert, 9.30 p.m., in aid of Seamen's Charity, Liverpool.

August 16th.—Early fog as usual, lifting about mid-day, stiff breeze, temperature 60° F. Letters for Rimouski posted 10 p.m. Up to this date the average run for five complete days was 433 miles per day.

August 17th.—Off Rimouski, on the south bank of the St. Lawrence, at daylight; mails landed and despatched; morning fine and warmer; mouth of the Saguenay, 100 miles below Quebec, visible about 10 a.m. Here the river has a width of 16 miles, graduating to a maximum of 60 miles, 300 miles seaward from this point to Cape Gaspè, at the mouth of the gulf. Higher up, as the river narrows, a beautiful vista opens to view, showing a wooded landscape on both sides with neater and more prosperous settlements on its banks than lower down, and churches everywhere; numerous islands, some three miles or more long, southwards, and, even when rocky and barren, as many are, affording a nidus for the growth of the ubiquitous pine. A noble range of mountains (Laurentian), showing a more or less regular contour and blue colour, stretches away to the far horizon on the north. Pine woods are numerous in the foreground, with cultivation between, at intervals on either bank; the whole waterway amid its superb surroundings furnishing the portal to a magnificent Empire. The river narrows to four miles as Quebec is approached, and its spires and battlements, as well as the building at Levis, also occupying high ground on the opposite, or south bank, form striking landmarks. The entrance to the St. Charles River is now seen, with the lower town of Quebec situated on its banks, the Island of Orleans opposite, eastward, and Montmorency falls on the north-east. A good view of the Plains of Abraham, and a portion of the route traversed by Wolfe's besieging army in 1759, is obtained from the western rampart of the citadel, and a general idea of the upper town is obtained by a circular tram-car ride round the principal streets, including a view of Wolfe's Monument, Hill of St. Jean, the English Cemetery and Basilica (Roman Catholic Cathedral), up to the Hotel Frontenac, one of the best in the country, on the site of an old chateau, in the style of the original building, of which some traces are preserved. The population of Quebec (total 81,000) is for the most part French-speaking,

and the whole place still retains many traces of its French origin. During a band performance on Dufferin Terrace, fronting the hotel, between 8 and 10 p.m., a very pleasing view is obtained of the river and the town of Levis, opposite Quebec, the lights on the sloping terraces of the south bank recalling Genoa, and those in the ferry boats plying to and fro on the river beneath suggesting the Grand Canal of Venice.

August 18th.—Quebec to Montreal and Ottawa.—Left Quebec at 2 p.m. The route by rail lies at first through some woodland scenery broken by cultivated farms with neat residences. Pines, of small size as a rule, interspersed with birch, alder and willow, are most numerous. The comparatively stunted growth of the forest trees, and also the absence of roads, are noticeable both here and below Quebec. Over the greater part of the route the soil is not rich, if one may judge from the quality of the crops (largely buckwheat, oats and Indian corn) and the condition of the cattle, which did not appear to be well nourished. It is sandy in character, as a whole, sand-dunes appearing occasionally. The farms are divided into narrow plots, mostly of small extent, the homesteads also being unpretentious—Swiss cottage in design. Arrived about 7.30 p.m. at Viger Street Station, Montreal. A fellow member of the British Medical Association drove with me across the city to Windsor Street Terminus, where we dined, proceeding at 9.40 by a night train to Ottawa, due there at 12.40 a.m., but actually arriving half an hour later.

Windsor Street Station at Montreal has a fine vestibule with massive ornamental pillars, a contrast to the railway station at Quebec. No doubt, with this example, and as funds accumulate, better stations will be elsewhere provided. The cars are on the American pattern, commodious, and, where necessary, provided with dining, sleeping and extra (parlour) accommodation.

August 19th (Sunday).—Ottawa.—We found ourselves just in time, the morning after arrival, for an inspection by the Governor-General, on church parade, of the 5th Massachusetts Regiment from Boston, at the exhibition grounds south of the city. They had arrived the previous night, or early morning, on a return visit to the 43rd Canadian Infantry, and hospitalities were freely dispensed in various forms, by a dinner at Government House to the senior officers of the regiment, as well as excursions during the day to the riverside pleasaunces of Aylmer, on Deschenes Lake, and Britannia, on the east and west sides respectively of Ottawa River, and distant eight or ten miles from the city. Bands were

in attendance at these places, and favours exhibiting the stars and stripes were displayed everywhere. The Bostonians, officers and men, were smartly dressed in blue frocks with trousers of a lighter colour. The former lodged in hotels, for the most part, the latter, camp fashion, in the exhibition building. They were spare in figure, as a rule, and well set up, with a high average of intelligence among the rank and file, so far as could be observed. The officers also showed a most soldierly bearing. A detached soldier of the local corps might be seen detailing his South African experiences to his American cousin, and the best of good feeling was evident between the entertained and their hosts. Ottawa has many handsome buildings besides the Parliament House and City Hall, and the suburban residential quarter is worth a visit. The day temperature was high, 93° to 94° F. on the 18th and 19th, and as high as 88° F. late at night. The dryness of the air, however, made the heat somewhat less unpleasant in its effects.

August 20th.—Ottawa to Toronto.—The general features of the country are unchanged, isolated plantations, mostly of pine, diversifying a rather tame landscape. An impounded river, forming a lake, formed at one place a pleasing variety to the prevailing monotony. The soil, a light loam, is apparently superior to that lower down country, as evidenced by the crops (oats, &c.) and cattle. Hedges, too, begin to appear and roads are more numerous than hitherto. An absence of birds, except at Ottawa itself, was observed on this route. The scarcity of singing birds may, however, make this dearth of the feathered tribe more apparent than real. As Toronto is approached the pines give place, in a great measure, to foliaceous trees, and besides cattle, pigs, geese and poultry are seen at this stage. Hills at some distance, well wooded, also appear, and along the railway are well-cultivated fields with rich crops and orchards, recalling, for a pleasing variety of landscape, portions of Kent and Surrey. Lake Ontario is closely approached, and its margin followed, for a distance of 70 miles from Toronto, and the district on its borders, portioned out into larger holdings, well fenced and wooded, with rich crops, roads and comfortable farmhouses, presenting all the appearance of a settled country.

August 21st to 25th.—Toronto Meeting.—The opening address was delivered in the University Hall of Convocation, during a hot afternoon, on Tuesday, August 21st, in the course of which audible and fluent addresses were delivered by the retiring President of the British Medical Association and the Mayor of Toronto. The address in surgery, on the "Technique of Operations on the

Central Nervous System," was delivered the next (Wednesday) evening, to a large and appreciative audience, by Sir Victor Horsley, in a style which, for facile delivery, lucidity and exhaustive treatment of the subject, could not be surpassed. A garden party at Government House on Tuesday afternoon was followed by similar entertainments and receptions at the City Hall, University grounds and elsewhere. Sectional meetings, already reported at length in the *British Medical Journal*, were held in the University building on the several days, and the meeting, which, as a whole, from all points of view, was a great success, practically broke up on Saturday, the 25th, to enable visitors to enjoy further the hospitality so freely offered to them in the form of excursions to Niagara, Muskoka Lakes, as well as more extended trips to the Great Lakes, the Rockies, Vancouver, &c. To omit detailed description of its many attractions, handsome streets, University, City Hall, churches, hospitals, and other public buildings, together with its unrivalled situation on Lake Ontario, of Toronto, it may be said that, while possessing marked British characteristics, it shares with other leading Canadian cities that spirit of enterprise and commercial activity which has made it famous as a distributing centre from its earliest days—a feature which it still retains to a much greater extent, with its vastly improved facilities of communication.

August 25th to 27th.—Muskoka Lakes.—These—styled the "Killarney of Canada"—are reached by rail in three or four hours north from Toronto. A large party of the British Medical Association was entertained, soon after arrival at Muskoka wharf on the 25th, to lunch at the Consumptive Sanatorium, Gravenhurst, near the south end of the Lakes, *en route* for stations higher up, among which the visitors were distributed, by means of two steamers chartered for the purpose, to the various hotels and boarding houses as far north as Muskoka Hotel, and even beyond. The whole route, which is merely a large bay studded with numerous wooded islands of varying size, and intersected at certain points by locks for passage of steamers, is not without a quiet beauty of its own, but after a certain distance loses interest to some extent through the unvarying character of the scenery. Several of the islands are owned by Americans flying their flag, who have built chalets with boathouses for occupation during the summer months.

The Sanatorium at Gravenhurst consists of a main double-storied block of buildings of wood, on a high site, near pine woods, overlooking Muskoka Lake, and accessory wards in similar, but

smaller, detached buildings at some distance, about a mile, from the main block. There is a residential staff, including nursing establishment, and the arrangements are most complete in every respect. Open verandahs, spacious dining halls, well-lit and ventilated wards, were some of the principal features of the establishment. It is, I understand, State supported, but aided by public subscription, and appears to answer its purpose extremely well. The above was a week-end trip, most of the party remaining in the Muskoka district over Sunday, and returning to Toronto by the same route on Monday the 27th.

August 23rd to 25th.—Niagara was arranged for on two days, Thursday, 23rd, and Saturday, 25th, both including a visit to the Power House, and lunch at a restaurant in sight of the Falls. Lake Ontario was first crossed to Lewiston by steamer, and the Gorge then followed by rail on the American side, at close distance, the whole way to Niagara, a good view of the whirlpool being obtained *en route*. I can only say of Niagara that it came up to expectation, but whether it was made familiar during a previous existence, or largely discounted by photography, it is useless to speculate. The return journey, the same evening, was slightly varied by a rail trip on the Canadian side of the Gorge for a certain distance, when a bridge was crossed, and the steamer rejoined at Lewiston.

August 28th.—Lake route, Toronto to Fort William.—This occupies two complete days, Sault St. Marie, on the rapids of St. Mary's River, connecting the waters of Lakes Superior and Huron, being exactly half-way. A start was made about 2 p.m., August 28th, from Toronto by rail to Owen Sound, 122 miles north-west, occupying three to four hours, where we embarked on the steamer. Land remained in sight while daylight lasted, and Georgian Bay was entered by moonlight. We entered Lake Huron the following morning in showery weather, after a somewhat rough night. Manitoulin Island, eastward, was passed in due course between 9 and 10 a.m., later also some lumber craft with great length amidships, sailing downstream, till the Canadian Lock was entered at Sault St. Marie, about 2 p.m., the 29th. There are considerable towns on both sides of the river—that on the American side (Michigan) being the larger—with manufacturing establishments, acetylene works, pulp mills, &c. There are two locks on the American side also, and the river at this point is spanned by the Soo Railway, connecting Sudbury on the main Canadian Pacific Railway line with St. Paul and Minneapolis. Above the locks a broad waterway is

entered with low-lying wooded banks, and its course followed for a couple of hours till Lake Superior is entered. Here cold increases perceptibly, and a straight course is steered north-west across the Lake, in showery weather and bright moonlight, to Thunder Point, round which the bay is entered, and Port Arthur gained about noon on the 30th. Hence, after a short stay, the voyage is completed within an hour to Fort William, at the head of Lake Superior.

August 30th.—Fort William, once a trading centre of the Hudson's Bay Company, is now an important grain emporium, growing rapidly in size, and provided with a large elevator, railway workshops, hotels, &c. We left Fort William at 10 p.m. by night train for Winnipeg.

August 30th.—*En route* to Winnipeg.—The night was chilly, and day broke with a hoar frost and some fog, which cleared as the day advanced. The visible route lay through a pine forest, and some rocky or stony country, with tarns or small lakes at intervals, resembling, according to one account, parts of Sweden. The Lake of the Woods was reached at 7 a.m.; westward the forest almost disappears. About 50 miles from Winnipeg small settlements begin to appear, increasing in size, with wheatfields and cattle in good condition, till the Red River and Winnipeg are reached. At Winnipeg a short stay was made for change of carriage and booking of sleeping accommodation in advance; but no time was left for even a cursory inspection of the city—a marvel of modern progress, with a present population of 100,000, and streets and public buildings rivalling those of the principal cities of the American continent.

August 31st.—For a distance of 50 miles west of Winnipeg, as far as Portage la Prairie, the wheatfields increase in extent and richness of crop—just reaped at time of visit—grown for the most part in a dark loam of considerable depth, resembling black cotton soil, till a country is entered some 100 miles in extent up to Brandon, and centring in a plateau midway, about Carberry, where the soil is most fertile—a rich humus—the wheat crop luxurious, cattle and draught horses sleek and well fed; and towns are met at intervals of a few miles, with a busy and prosperous appearance. Fifty miles further west, at the end of seven hours' journey, about 200 miles from Winnipeg, the best of the wheat-growing country of Manitoba is traversed in a single day, and a truly magnificent sight it is, at the harvest season, creating visions of food for all time for our own, in this respect, less favoured islands.

September 1st.—Regina, the capital of Saskatchewan, was passed during the night. Daylight, however, revealed the general character of the province as a series of rolling downs in which wheat cultivation was largely replaced by ranches of cattle, in herds varying in number from 50 to 150 or upwards, also of horses and sheep. Towards the extreme west of the province the herdsmen had seldom any better shelter than tents or log huts, and the droves of cattle appeared to be entirely uncared for in this respect, being camped out in the open prairie—in excellent condition, however. Numerous lakes, often bituminous, are spread over this country, and at one point the Cypress Hills, visible from the railway, furnish streams which are valuable for irrigation purposes. The land is fertile in places, and the climate mild as compared with Eastern Canada, but the country urgently needs colonisation. About 10 a.m. the west-bound train was held up at Irvine, a few miles from Medicine Hat, owing to a collision between two freight trains, at a point midway, whereby both engines were telescoped and three men fatally injured. After a delay of some hours while the line was being cleared, the passengers had an opportunity of seeing the wrecked engines at the scene of the accident, and also Medicine Hat, of which, as an example of the rise and progress of the newer Canadian towns, I quote a borrowed description: "This town, with a population of 3,500, is situated on the east border of the Province of Alberta, on high ground overlooking the southern branch of the Saskatchewan River. It owes its origin to its natural advantages as the centre of a good ranching and mixed farming district; its situation on a river navigable for steamboats some distance above, and for 800 miles below to Lake Winnipeg; its proximity to coal-mines and natural gas, the latter furnishing cheap fuel, light, and power to the town; and, lastly, to the fact that the snowfall is light, and the winter shorter there than anywhere else in Canada east of the Rockies." The prairie dog—a species of marmot, which barks like a small dog—and coyote are seen in this neighbourhood.

September 2nd.—Calgary, the junction for Edmonton, lying north, another rising district, was passed at night, and daylight found the west-bound train at Banff (4,500 feet), ten and a half hours late. The first view of the Rockies reveals a series of jagged peaks, flanked by pineclad spurs, overlooking a valley three-quarters of a mile wide, traversed by the Bow River flowing east. The valley is traced to Laggan, and in its course a number of fallen pines and cedars, the result of forest fires, come into view, dis-

figuring the landscape considerably. An ascent is made from Laggan to the Great Divide, a little west of Stephen, the backbone of the Rockies, whence some snowfields and glaciers are visible towards the south. Fallen trees are here more numerous. A descent is now made towards the Yoho Valley, skirting the Duomo (cathedral mountain) and Mount Stephen (10,500 feet) to Field (4,000 feet), which was reached at 9 a.m. A delay of some hours here, till 1 p.m., allowed time for breakfast at the hotel and a survey of the place, showing a fine panorama of pine slopes, converging valleys, and bare, weathered summits of crumbling rock, together with a very near view of Mount Stephen, towering in its giant proportions immediately above the station. At Field another accident was reported westward, which proved, later in the day, to be an overturned truck obstructing the line not far from Bear Creek, 80 miles ahead. The weather conditions here were perfect, temperature 60° F. Field was left at 1 p.m., and a descent made along the Kicking Horse River, round the spur of Mount Hunter, with the Ottertail (highest point, Mount Goodsir) and Beaverfoot Mountains southward on the left. At this point the cañon narrows, and beyond Palliser the gorge deepens, while the railway crosses and recrosses the surging and impetuous river, till it falls into the Columbia at Golden. The Selkirks westward on the opposite side of the river now display an extensive wooded vista, ranging from south-east to north-west, and parallel to the Rockies eastward. A little further on at Donald the railway crosses to the left bank of the Columbia, till, inclining further to the left, it enters the Beaver-mouth gorge at the convergence of the Selkirks and Rockies, and, quitting the Columbia, crosses to the left bank of the Beaver River, which it ascends to Selkirk summit, in full view of the Beaver Valley and River flowing northward to join the Columbia. At Beavermouth is a mighty conjunction of forces, railway, mountain and river, struggling for the mastery, and the contest is resumed further west, as the Columbia, returning from its northward bend, and refreshed by additional streams, rejoins the railway at Revelstoke, once more to pursue its stately course in an opposite direction, southward through the Arrow Lakes, and thence south-west through the State of Washington to the Pacific, a little north of Portland. During transit of the Selkirks and Rockies, passenger trains are provided in front with an observation car, admitting of an open view on three sides, whereby the several objects of interest *en route* can be thoroughly examined. Between Selkirk summit (4,350 feet), the summit of the pass, and Glacier House, are the

well-known snowsheds protecting the railway from avalanches and landslips, and near the latter the Illecillewaet glacier and Mount Sir Donald (10,000 feet). There is hence a steep descent by means of loops to the gorge of the Illecillewaet River, through which the train meanders to the sound of rushing waters beneath; thence through the Albert Cañon (2,217 feet) to Revelstoke, where it again meets the Columbia flowing south, while the railway in its west-bound course hugs the south banks of the Shushwap and Kamploops Lakes, in the course of the Thompson River, which ultimately joining the Fraser River at Lytton, the united stream flowing through the Fraser Cañon for a distance of 150 miles, and becoming tidal at Yale, 100 miles from the coast, reaches the Pacific by a number of creeks at and south of Vancouver. This journey across Canada was completed at 2 p.m., September 3rd, or six days from Toronto, a day having been lost through delays and accidents *en route*.

September 3rd.—Vancouver (population 20,000) has literally risen from its ashes since it was destroyed by fire soon after its foundation in 1886. It is now a thriving town, with handsome streets, wharves, warehouses, electric light, a park, and a first-class hotel. It is also in steam communication across the Pacific with all the ports of the Far East, China, Japan, Honolulu and Australia, as well as the coast towns of America. The country southward towards the Fraser River is adapted for general farming and fruit growing, but much remains to be done towards development in these directions and clearing the ground, even in the immediate vicinity of Vancouver. The salmon canneries at Steveston, near the mouth of the Fraser, are easily reached in little more than an hour by an electric railway; but were not in operation at the time of the writer's visit.

September 4th and 5th. — Victoria, the capital of British Columbia, on Vancouver Island, is readily approached from Vancouver by means of the "Empress Victoria," a fast local steamer, which makes the trip each way to and from Vancouver in about four hours. The Parliament buildings are, as usual, imposing; almost a replica of those at Ottawa in general plan, but smaller. There are handsome streets, showing but little business activity however, and residential suburbs, the latter the resort of rich immigrants seeking change from the less genial climate of continental America, and also of some retired (Indian) officers, some of whom are engaged in fruit-farming. The climate is mild, resembling that of the south of England. If snow falls it does not lie long. The annual rainfall is about 26 inches.

Victoria Daily Weather.—Tuesday, September 4th, 1906: Highest temperature, 67°; lowest, 52°; mean, 59.

Victoria Weather.—August, 1906: Highest temperature, 80·5; lowest, 45·4; mean, 62·25.

Total precipitation for month, 0·53 in.; average amount, 0·57 in. Bright sunshine, 285 hours and 42 minutes; mean daily proportion, 0·61 (constant sunshine being 1).

At Esquimault, a few miles from Victoria, are defensive works and a dry dock, but it is now abandoned as a naval station, much to the regret of the residents. Some well-marked glacial cross striæ were noticed here on the surface rock.

September 6th.—Vancouver once more reached, the return journey by rail was resumed as far as Revelstoke, 1,475 feet above sea-level, and 379 miles from Vancouver, by a night train. From this point a side trip was made southward by rail and steamer through the central mountains of British Columbia by the Arrow and Kootenay Lakes, and thence eastward by the Crow's Nest Pass route, to rejoin the Canadian Pacific Railway main line at Dunmore Junction in Alberta.

September 7th.—The scenery along this route is of the grandest and most diversified kind, first by rail along the left (east) bank of the Columbia River, here flowing in a smooth stream through a valley flanked by high hills covered with cedar and pine, as far as Arrowhead, 28 miles; thence by steamer through the Upper Arrow Lake, in the course of the Columbia, showing magnificent changing panoramas of giant mountains, forest and lake, to West Robson, 124 miles; again by rail along the north bank of the lower Kootenay River and Bonnington Falls to Nelson, a summer resort, where a night's halt was made, 68 miles.

September 8th.—Lastly, through Kootenay Lake to Kootenay landing, 55 miles, whence the journey is continued eastward by rail through similar river and mountain scenery to Fernie, centre of a local mining industry, Crow's Nest (4,410 feet), summit of the Rockies and eastern boundary of British Columbia, and Crow's Nest Mountain (7,800 feet), described as a glorious object, snowcapped and resembling the Matterhorn, but unluckily passed soon after dark; 200 miles eastward through the province of Alberta, the main Canadian Pacific Railway line is regained at Dunmore Junction.

September 9th.—This is now retraced as far as Moosejaw, *via* Medicine Hat, *q.v.*, whence a diversion is made south-east to the international boundary at Portal, and thence by the Soo line through Dakota, to St. Paul and Minneapolis.

September 10th.—Seen in daylight the United States territory here is an extensive prairie, destitute of trees, and resembling portions of the adjoining province of Saskatchewan in Canada. Further on, low bare hills are seen with some cultivation (oats) and occasional bush in the course of a river; southward again, a fine ranching country, with wheat and other cultivation, is passed, till Enderlin, an important grain depôt, is reached; also the twin cities of St. Paul and Minneapolis, in the course of a night.

September 11th.—These cities are interesting from their geographical position on the head waters of the Mississippi River, St. Paul (population 160,000), the smaller, with an extensive boot trade, being the capital of the State of Minnesota, and Minneapolis (population 200,000) being one of the great milling centres for wheat in this part of America, and indeed of the whole country. St. Paul is picturesquely situated on hilly ground, through which the river, even here of considerable size (500 to 800 yards wide), flows in a rapid current from the suburbs of Minneapolis, and is bridged in several places, at St. Paul by one of the highest and longest bridges in the country, of steel and wood. On the outskirts of St. Paul, within a small ornamental park, was shown an old Indian burial ground, with characteristic mounds, in which, while turfed and made accessible by easy paths, the original conical shape of the mounds is preserved. The site, on high ground, commands a most pleasing view of the Mississippi Valley, the river winding in a series of graceful curves between wooded islands, amid exquisite sylvan scenery.

Minneapolis is considerably larger than St. Paul, and has some good streets, also neat-looking residential suburbs in sight of wooded hills and lakes. It has a peculiar drinking water supply, distributed from a spring in bottles by means of an itinerant cart, after the manner of a soda-water factory. Both cities are seen to great advantage on the same round by means of a sight-seeing electric car, which covers a distance of 40 miles in the space of three hours for the small fee of half a dollar. The falls of Minnehaha (laughing water), shown during the sight-seeing tour in the suburbs of Minneapolis, are thus described by Longfellow in "Hiawatha," cap. iv., in fine:—

"As one sees the Minnehaha
Gleaming, glancing through the branches;
As one hears the laughing water
From behind the screen of branches."

The description still answers to the letter.

(To be continued.)