

CONCLUDING VIEWS OF THE DOMINION

Mr. Richmond Completes His Journey Through America's Wonderlands.

NEARLY TWELVE THOUSAND MILES

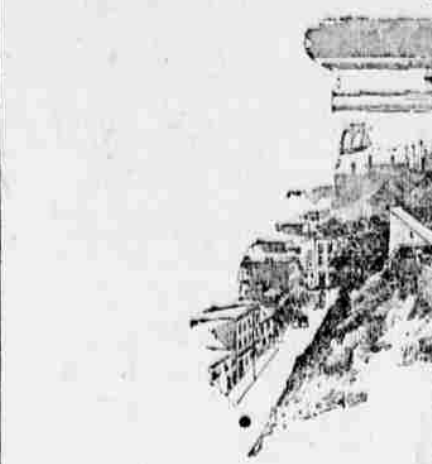
Eloquent Recapitulation of the Places and Scenes of Interest Described by Him in the Course of His Sixty-one Letters to The Tribune.

Special Correspondence of The Tribune.

Quebec, Oct. 1, 1896.—In journeying from Montreal to Quebec, the tourist has the choice of three routes—either by the Grand Trunk railway down the south shore of the St. Lawrence, or by steamer down the mighty stream itself, or by the Canadian Pacific. We chose the latter route, which is a five-hour's ride, a rapid and luxurious trip in way of equipment, but in the way of landscape there is little variety. Leaving Montreal, the train follows around the base of Mount Royal and soon reaches St. Martin Junction, where is the Provincial penitentiary. Soon we come to a long stretch of lowland extending for miles back from the St. Lawrence river and closely cultivated and cut up into the small fields that characterize the French farms throughout the old parts of Quebec—the result of continual sub-divisions of bequeathed estates. This curious French custom of dividing estates equally among the owners' heirs, giving each portion of the sub-divided farms a like river frontage, often makes them only three or four hundred feet wide, but running back for several miles.

Here are fifteen of these compact French villages which vary in population from 1,000 to 3,500 each. The people are prosperous and happy and re-

we pass the junction of the Lake St. John railway, the gateway to that sportsman's paradise, which lies around that great lake, the head-waters of the Saguenay. A further run of four miles through old French settlements as primitive as in the days of Champlain and Frontenac brings our train into the ancient city of Quebec. We



"CHATEAU FRONTENAC" ON DUFFERIN TERRACE, QUEBEC.

enter directly underneath the city's massive walls and alight within view of the Chateau Frontenac, the most capacious and costly hotel on the continent, a view of which appears on this page.

THE CANADIAN PACIFIC.

The chief factor in creating the Dominion of Canada and binding all the provinces together in one confederation has been the Canadian Pacific railway—which is the great natural highway of the Dominion from ocean to ocean, either for summer or winter, spring or autumn, and it must forever remain so. It was conceived and constructed as a war measure by the Imperial government and it was wisely and skillfully planned and possesses peculiar advantages. It is called the great "Dustless"

to the bath room, or barber shop, and from the dining room to the smoking and reading room, without the least exposure to the elements or to any risk of soiled hands or garments; such as a passage across the platform of an ordinary car involves, even a child can go from one end of the train to the other without the slightest danger.

SOME GOOD ADVICE.

I certainly advise everybody who possibly can to make this "Wonderland" tour. But as many cannot, I have done what I could to share with those the pleasure and education which we have personally derived from it. To see the country between the two oceans to the best advantage, you should cross the American continent via the Northern Pacific railway through Yellowstone Park and to the Pacific Coast, and thence by steamship "Queen" to Alaska, returning to Vancouver, B. C.,

call the "monotony," although to the lover of nature in its wildness, the journey is far from monotonous or fatiguing. The luxurious sleeping and dining cars relieve fatigue and one grows to love this wild, rugged country which through man's ingenuity is opened up to wondering humanity. Whatever else may be forgotten in this busy life of ours, the remembrance of this glorious trip of nearly twelve thousand miles across the American continent, and to the far-off lands of Alaska, and the return through the Queen's dominions, will never be obliterated from our memory, as the most enjoyable and educational of all our travels.

We have taken our readers over the entire Northern Pacific railway and its branches, a continuous line of glittering steel covering nearly five thousand miles to the Pacific coast. We have crossed the longest river, the greatest lakes, the richest grain fields, the most barren deserts of the United States; we have stood together amidst the boiling springs and active geysers from the "underland world," and feasted our eyes on the great lakes, waterfalls, grand canyons of Yellowstone Park, and on the glaciers of the ice-fields of Alaska.

We have crossed the snow-crowned Cascades under the eye of the venerable Mount Tacoma, and from the dazzling brightness of that great "White Throne," we have descended to the rich valley of Puget Sound and traversed the placid waters of that great inland sea for hundreds of miles. We have sailed the great inland ocean for nearly three thousand miles in Alaskan waters to the "land of the midnight sun," and to within six degrees of the Arctic Circle. We have stood at the foot of the Mount St. Elias Alps and viewed their hoary summits piercing heavenward through the clouds to nearly four miles above our feet. We have walked to the summit of "Muir Glacier," the greatest glacier in the world and entered its glittering ice-caves, and subterranean passages, and there seen the swiftly flowing river, and listened with bated breath to the roar of its hidden waterfalls. Standing near we have witnessed acres of towering pinnacles fall with the crash of cannon hundreds of feet into Glacier Bay, sinking for minutes, only to rise full-gledged icebergs amid floating fields of ice. We have sailed among these icebergs of Glacier Bay and navigated the most perilous rivers, straits, and rapids in our Great American Archipelago, and traversed ravines where only the gray wing of the solitary eagle, and the dark form of the solitary Indian are seen and the mournful howl of the wild beasts is heard in the solitude of the forest. We have visited the great and most noted mission stations, Indian "rancheries," and Indian schools, and also Indian fisheries on the continent and in Alaska and have been rewarded by some of the largest catches known to sportsmen. We have entered the greatest gold, silver, and copper mines in America and witnessed their workings.

THE RETURN JOURNEY.

Returning through the Queen's dominions, we have traveled over four thousand miles on the Canadian Pacific railway and its connections from

surprises, have been like one protracted holiday. How we have recorded the events of our long journey is for our readers to say. Sometimes the grandeur of the scene has been so inspiring, that we could but exclaim: "How great are Thy works, Lord, God Almighty!" Sometimes our feelings could be better expressed by a row of exclamation points, ! ! ! ! ! or by a series of disconnected adjectives. Sometimes our letters have been written on flying trains; at other times in the small hours of the night, with the body weary and the brain tired from excessive sight-seeing. It is, too, a matter of regret that while we have seen so much, we have had lack of time been compelled to omit seeing and to pass over other places of interest and instruction. The immense scope of territory traversed has expanded our ideas (and we trust those of our readers), giving us enlarged views of this mighty American Union and its vast wealth and possessions; also of the great Canadian heritage, and we return to our home prouder than ever of the great land whose borders are protected by the Stars and Stripes on the one hand and the Union Jack on the other side of the boundary, awaiting the time when, by peaceable annexation, the Ruler of Nations shall unite the two great English-speaking confederations now joined together by nearness of habitation as well as ties of blood, into a still greater nation, over which "Old Glory" shall float forever supreme. J. E. Richmond.

ENGLISH RAILWAY STATISTICS

From the Detroit Tribune.

The report of the business of all railroads in Great Britain and Ireland during the year ending Aug. 31, 1896, has just been presented to parliament by the board of trade, and it gives some interesting statistics for comparison with American railway business. According to the report the total mileage in the kingdom is 21,174 miles, an increase of 267 miles over 1894. The total capitalization of these roads is \$5,090,551,195 or \$236,400 a mile while the common share capital is \$1,820,187,025. The roads give employment to 465,112 men. The total earnings of the year amounted to \$429,870 and 45 per cent of this was from passenger traffic. The net earnings were \$190,230,225, a gain of two and one-half per cent. over 1894. The percentage of net earnings on the enormous capitalization was 3.80 per cent.

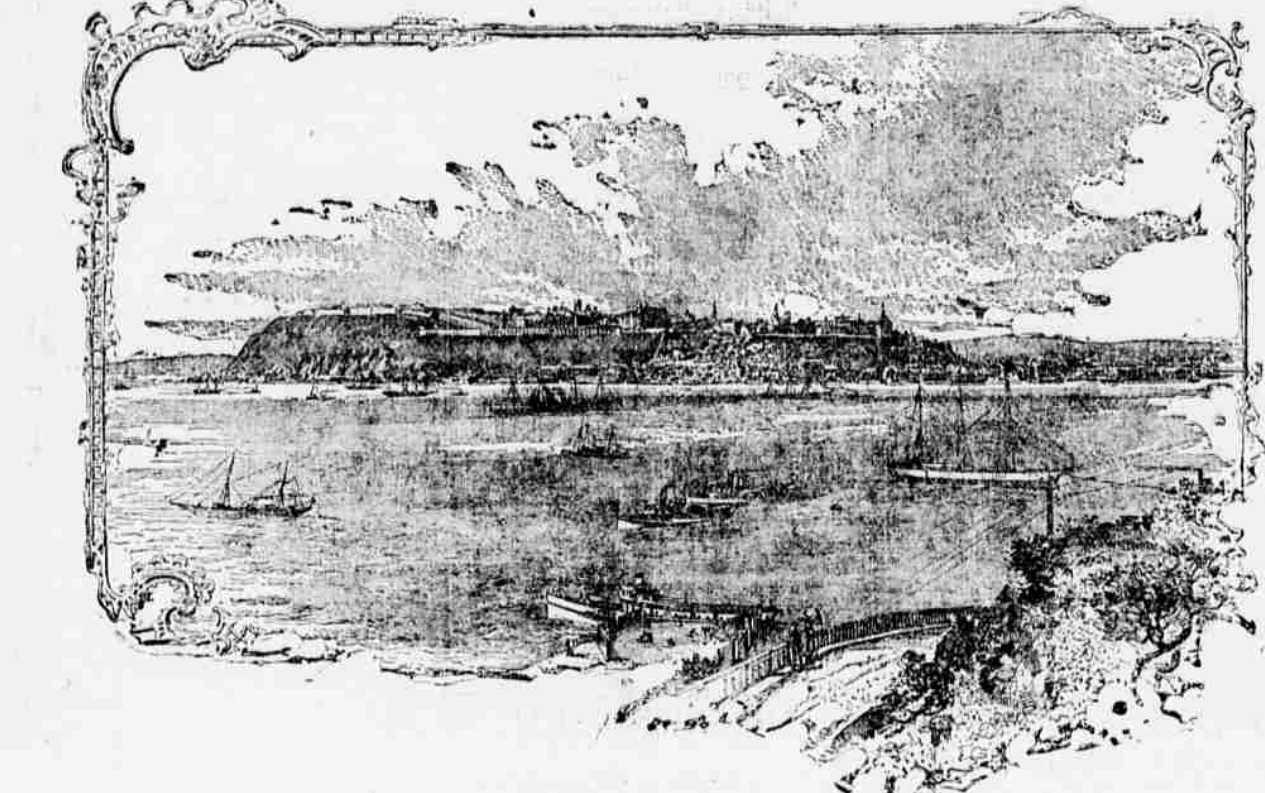
Considering the comparatively small length of railway lines as compared with the United States, the train mileage is very large, being 338,900,000 miles. Expenses per train mile were 64 cents, and the receipts were \$1.15, leaving a profit of 51 cents per train mile. Thirteen per cent of the ordinary stock roads, no dividends at all, and the balance paid dividends ranging from 5 to 8 per cent. According to the list of casualties, 1,024 persons were killed and 4,021 were injured during the year, but over half of these were employees of the roads. Only 83 passengers or one in nearly 8,000,000 were killed. Train accidents were 69 in number and only four of these were attended with fatal results. The low casualty list is due to the extraordinary precautions which are taken in every way to protect human lives.

THE DEEPEST LAKE.

Only One Body of Fresh Water in the World Is Deeper.

From the Philadelphia Times. Crater lake, in Oregon, is the deepest body of fresh water in America, only one lake in the world is deeper, namely, Baikal, which exceeds it in depth by about 400 feet. Until recently it was asserted that Crater lake was bottomless, but soundings have proved that its greatest depth is 2,000 feet. It is five miles in diameter, nearly circular, and occupies the crater of an extinct volcano.

No fish has ever been known to exist in Crater lake. Not long ago a request that it be stocked with trout was sent to Washington by the Mazamas, who are a club of mountain climbers, having headquarters at Portland, Mazama is the Indian name for mountain goat. The climbers are anxious to angle in this extinct crater, and the government experts are going to find out whether or not such a thing is practicable. It is easy enough to put trout into the water, but that would be of no use unless there is food for them there. Trials will be made by an expedition, for the purpose of ascertaining how much food there is, and



DISTANT VIEW OF QUEBEC.

tain their ancient customs. These compact are much resorted to in summer by city people. In each the gilded dome church and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings.

CITY OF THREE RIVERS.

Near Louiseville, opposite Lake St. Peter, are the St. Leon (saline) springs a popular watering place and health resort. Lake St. Peter is simply the broadening out of the St. Lawrence river to a width of nine miles, for a length of twenty-two miles. Fifteen miles below, the great St. Maurice river, which rises 320 miles north, enters the St. Lawrence by three mouths, on which stands the Cathedral City of "Three Rivers," the third city of importance in the province. It was founded in 1613 and is one of the largest "sealed towns" in Canada. It played an important part in Canada's early history. Three Rivers is the "see" of a Roman Catholic bishop, who sees cathedralism imposing structure. It is ninety miles from or about midway between Montreal and Quebec; lies at the head of tide-water on the St. Lawrence, and has a population of 10,000.

The city is well laid out and is a typical French-Canadian town, with numerous churches, convents, and educational institutions. Its chief industry is the shipment of lumber which comes down the St. Maurice river, through a region only visited by the axeman, a few Indians, and trappers, and Hudson's Bay traders. Over \$1,000,000 is invested here in mills, booms, etc., where logs are accumulated. Around the city lie vast deposits of log-iron ore. Here are large iron works, machine shops, and car-wheel shops, where car-wheels are made in large numbers from the native ore. Smelting ore began in this city as early as 1737. Three Rivers will repay an extended visit.

Within easy reach the mountain brooks swarm with trout for the fisherman. At Piles Junction a branch line extends to the farming district of Grand Fles and to the great Shawanigan Falls on the St. Maurice river. A Portneuf is a thriving factory town devoted principally to shoe-making and wood-pulp. The dozen villages between Three Rivers and Lorette are quaint and picturesque in the highest degree and the French language is almost universally spoken. Powerful rivers come down from the hills at frequent intervals along, giving ample water-power to almost every village.

HURON INDIANS.

About seven miles from Quebec is the christianized Indian village of Lorette, where dwells the last remnants of the Huron tribe. They number now about sixty families—338 souls all told; 143 males and 195 females. This powerful tribe once comprised over 20,000 souls. Lorette is a place of interest to all curious travelers, for the Hurons scarcely any among the so-called Indians of pure Indian blood. They have intermarried largely with their French neighbors, but the Indian features and habits still predominate. This reservation is governed by the customs of two centuries ago, no white man being allowed, until recently, to settle within the sacred precincts of the Huron reservation. They are a quiet and religious people, all these Indians; they worship in their own (Catholic) church, a quaint building two centuries old; and in the intervals the men hunt and fish, while the women make beads, work and moccasins, and the boys earn pennies by dexterous archery. After leaving Lorette in three miles

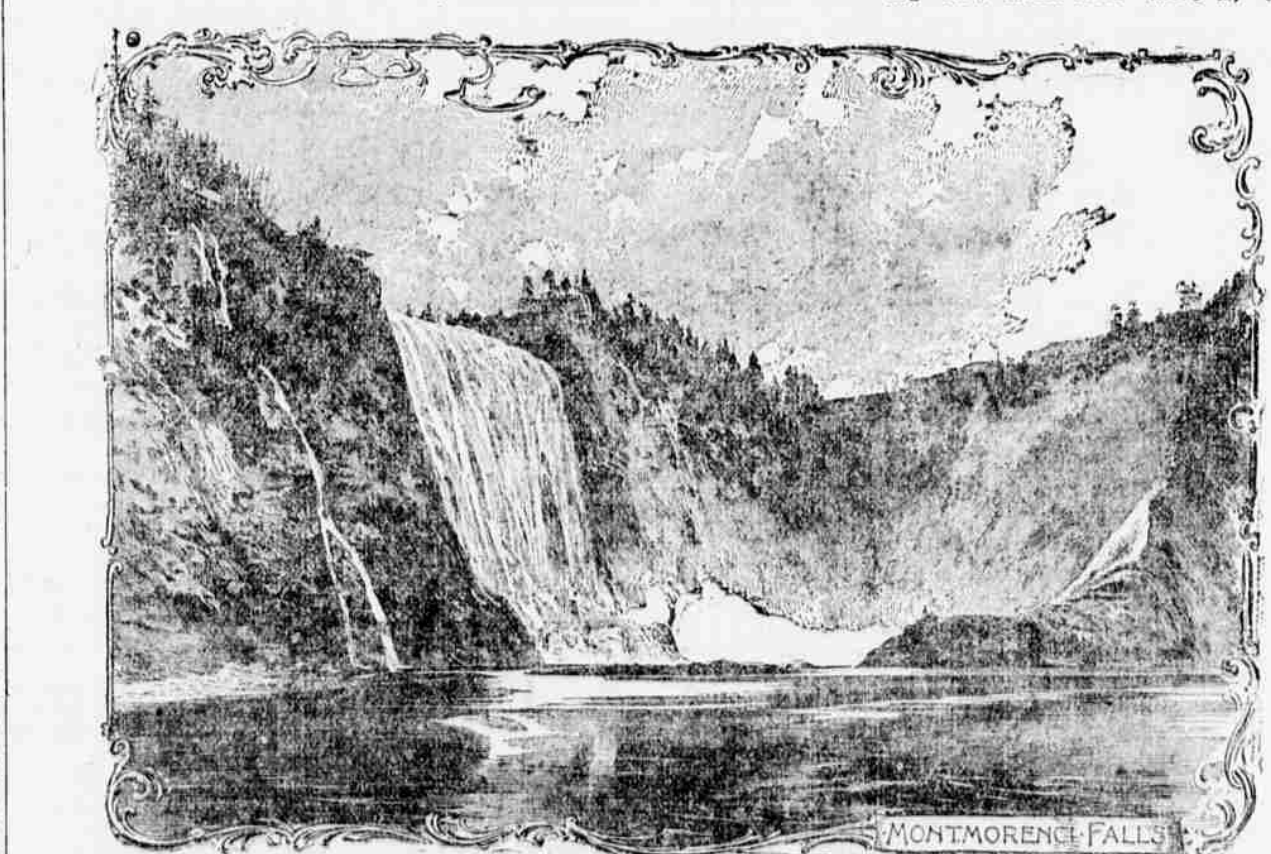
route. There is immunity on the one hand from the blazing suns and stifling alkali dust of the southern deserts, and on the other from impassable snow falls. It is unassailable by summer heat or winter storms. The Winnipeg board of trade says: "It is kept clear with ease and no fall of snow, as a rule, interferes with the work of the road from the Red River to the Rocky Mountains." It traverses country of all kinds and has opened to the colonist, the tourist, the sportsman vast tracts of hitherto almost inaccessible wealth.

ABUNDANT GAME.

No other part of the continent is on a par with Canada in the variety and plenty of sport obtainable with little time, expense and pleasant trouble, and it so happens that the best game districts of the Dominion are in the immediate vicinity of, or at no great distance from, the Canadian Pacific. For it passes through the heart of the caribou and deer country the greater part of the way between the Atlantic and Pacific and conveys its passengers to the field of their operations in comfort and luxury. There is a new object lesson in geology and botany to be studied even through the car windows each day and much ethnology as well. In justice, I must say, the Canadian Pacific is a road with which none of the great trans-continental railroads can compare. It is thoroughly laid, smooth, and finely ballasted; the bridges are erected with great strength and the depots are built with taste. The Canadian Pacific trains are cosmopolitan. They have tourist cars and beautiful delicatessen cars, and beautiful delicatessen cars, and with their numberless and ingenious appliances for convenience and comfort, even to bath rooms, barber shops, etc., that the traveling public equal in the world. The Canadian Pacific owns and runs these thoroughly appointed palace cars, while the sleeping and dining cars in the United States mainly belong to the Pullman company, and are operated independently of the roads using them. By the Canadian Pacific everything is done for comfort and good service that admirable organization, care and courtesy can do to lighten the burden of a week's journey across the continent. By an ingenious device, the whole train is united under one continuous roof, so that, in place of detached cars with exposed platforms, there is, in reality, an elongated suite of elegantly furnished apartments, comprising all the comforts of the most luxuriously appointed hotels. The passenger can pass from his bed room

and traverse the Queen's domain by the Canadian Pacific railway to Montreal and Quebec, or vice-versa. From whichever way the tourist comes, Montreal is regarded as either the initial or terminal point of a transcontinental journey, for it is the principal eastern terminus of this great national highway, not only of the main line, but of numerous branches extending to Quebec, New Brunswick, and Nova Scotia.

If the outward passage is over the Canadian Pacific and the return over the Northern Pacific, tourists should confer with Passenger Traffic Agent D. McNeill at the Montreal office, or with E. V. Skinner, general eastern agent at 353 Broadway, N. Y., who will furnish maps, guidebook, etc., to insure a successful and enjoyable trip. If the outward passage is over the Northern



THE CATARACT BELOW QUEBEC THAT RIVAL'S NIAGARA.

Pacific, as was our experience, proceed to St. Paul and interview Charles S. Fee, General Passenger Agent, or Advertising Passenger Agent O. D. Wheeler, who will gladly furnish all needed information, especially that pertaining to Yellowstone Park. Our advice is: Go! go! and by all means make a three months' tour of it. Do not try to take all of this in one unbroken trip. A hurried trip places too much strain upon brain and body. The eye loses power of discrimination, so fast do scenes of grandeur and beauty crowd upon the view.

BY WAY OF RECAPITULATION.

With this, our sixty-first letter, we close our series of "travel-letters" among the "Wonderlands of North America." While our journey together has certainly been a long continuous one, it has been one that could scarcely fail to interest the most indifferent of travelers. Our return trip through the Queen's domain has been one of special delight. The comforts of travel, as just described are such that it is simply a prolonged pleasure trip throughout, with pleasant breaks here and there to relieve what some would

whether or not it is of a kind suitable for speckled beauties to browse upon. This will be accomplished by towing small nets of gauze, which will surface the water. The water will flow through the gauze, which will catch all the animalcules that come in its way. The quantity of the latter secured in a given number of minutes or hours will be an accurate measure of the quantity of fish food present. They will be bottled and preserved in formaline for subsequent examination by a specialist who will determine the species represented. A most interesting series of experiments will be made for the purpose of ascertaining the temperature of the water at various depths. No temperature observations have ever been taken in fresh water nearly so far down. With this end in view, an equipment of self-registering thermometers and supplementary apparatus will be taken and will be let down by means of sounding lines.

The man who has won an election hat shouldn't burst it by an attack of big-head-truth. The trouble with that silver lining of the cloud is that it is always on the side furthest away from truth.

THE TRIBUNE'S POLITICAL HANDBOOK

AND HOUSEHOLD ENCYCLOPEDIA FOR 1897. SECOND EDITION NOW READY, PRICE, 25 CENTS

OUR Political Handbook and Household Encyclopedia for 1897, is, without doubt, the finest and most complete work of its kind ever published in the state, outside of Philadelphia, and, indeed, it compares favorably with any of the Almanacs published by the great newspapers of the Quaker City.

The sale of this valuable book of reference has been unusually large, and to meet the demand we were compelled to print a second edition, which is now ready and for sale at our business office for Twenty-Five cents a copy.

No office or home hereabouts should be without a copy of this useful publication, as the answers to thousands of questions which are constantly brought up in every day life, can be found within its covers, as well as complete political, census and other statistics relating to nation, state, county and city, together with an unlimited amount of other useful information, all of which is carefully indexed.

To show that this publication is all that we claim, we herewith reprint a few of the many very complimentary notices received from other newspapers throughout the state:

- Of Value to the Reader. Lancaster New Era. The Scranton Tribune has issued its annual "Political Handbook" which makes a handsome book of over 500 pages. It has many excellent features, among which we may mention a daily resume of the occurrences in Scranton during the past year, a full account of all the more important political events, political tables relative to the state and entire country, legal information, population, pensions and a hundred other things, all of which will be found of great value to the general reader. The Tribune deserves much credit for its enterprise. Praiseworthy Departure. Carbondale Leader. Several publications from the newspaper offices of this region have been received by the Leader. One of the best of these is the Scranton Tribune's Political Handbook for 1897, a praiseworthy departure from old methods, containing political, census and other statistics of nation, state and county, with a wealth of other information. The book contains over 500 pages, is indexed, and represents a vast amount of painstaking labor. Best Yet Received. Wilkes-Barre News-Dealer. Of the many almanacs that have come to this office the best that has yet put in appearance is that of the Scranton Tribune. It is a regular encyclopedia and discards anything issued by the metropolitan press. The Greatest Production. Carbondale Herald. The Scranton Tribune's almanac is the greatest production of the kind that has been issued by a provincial journal. The Tribune's almanac, like The Tribune newspaper, leads. The Best Yet Seen. Lancaster Examiner. With all due respect for our metropolitan contemporaries, we must in candor say that the almanac issued by the Scranton Tribune is the best we have seen. It is a political handbook and household encyclopedia, containing a mass of information, local and general, which will make it a constant companion of the editor's paste pot and ink stand. Finest of Its Kind. Elmira Telegram. The Tribune's political handbook is the finest of the kind published in this city. It is a compilation and publication that reflects credit upon the Scranton Tribune.

Advertisement for Gauthier Pianos. Features include: UP TO DATE. Established 1866. Over 26,000 in Use. THE GENUINE Gauthier PIANOS. At a time when many manufacturers and dealers are making the most astounding statements regarding the merits and durability of inferior Pianos, intending purchasers should not fail to make critical examination of the above instruments. E. C. RICKER General Dealer in Northeastern Pennsylvania. New Telephone Exchange Building, 115 Adams Ave., Scranton, Pa.