

△ SPECIAL △

Supplementary Number

OF

The Colonist

SEPTEMBER, 1893.

Rat Portage,
Keewatin and
The Canadian
Lake of the Woods

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to the interests of
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Western Canada .
generally. . . .

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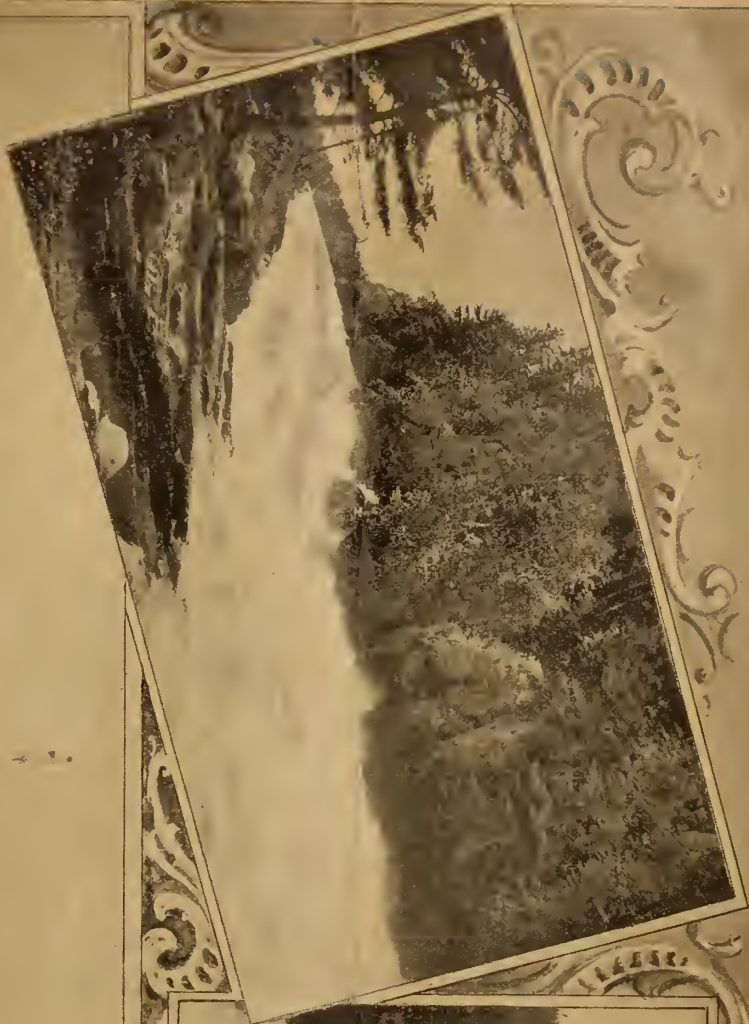
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TOWN OF RAT PORTAGE.

CANADIAN PACIFIC RAILWAY BRIDGE
AT RAT PORTAGE.



ASH RAPIDS.

A CONEY ISLAND CAMP.

POINT AYLMER - EXCURSION PARTY LANDING.

Engraved from Photo by Wright of Rat Portage.

SPECIAL SUPPLEMENTARY NUMBER OF

THE COLONIST,

A Monthly Magazine devoted to the interests of Manitoba
and Western Canada generally.

RAT PORTAGE, KEEWATIN and the CANADIAN LAKE OF THE WOODS.

—❧❧❧ WINNIPEG, SEPTEMBER, 1893. ❧❧❧—

THE COLONIST,

A MONTHLY MAGAZINE DEVOTED TO THE INTERESTS
OF MANITOBA AND WESTERN CANADA
GENERALLY.

EIGHTH YEAR OF PUBLICATION.


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and money orders, etc., made payable to BAILEY & Co.

WINNIPEG, SEPTEMBER, 1893.

INTRODUCTORY.

 **I**N ISSUING this special number on the Lake of the Woods country, the publishers of THE COLONIST consider they are making no departure from what has been the fixed policy of the journal during the seven years of its publication, namely, the showing to outside parties the advantages of Western Canada to investors intending settlers and so forth, as well as its attractions to the tourist or pleasure and health seeker.

Starting with the fixed idea that no country in the western world offers so many and such a variety of attractions to the investor, and the correspondingly firm belief that intending settlers will meet with equal advantages, this number will deal more largely than any former one of THE COLONIST with the attractions to the tourist with leisure and money, the seeker of rustic pleasure, and above all, to the overworked business man of the city who can spare but a few weeks, or perhaps only a few days, to build up annually the weakened health, caused by the strain of city business life. In following out this policy the publishers believe they are conferring more or less of a boon on humanity, wherever this issue of the journal may circulate.

In undertaking this work the publishers have been careful to avoid interference in the field properly belonging to other journals, and particularly in the field belonging to the local press of the district. They have avoided making this issue a medium for the display advertisements of local business men, nor have they adopted the more reprehensible course of indulging in the personal write-up or individual portrait scheme, thus trying to make the undertaking a financial success by appealing to the personal vanity of patrons.

Readers will find this work, one devoted to the interests of the Lake of the Woods country as a whole, and every care has been exercised to avoid any undue prominence being given to any individual, firm or corporation. The industrial and com-

mercial interests will be found represented in its columns, and this portion of the work will be reproduced in *The Commercial*, of Winnipeg, as will also the article on the mining industry and its prospects, thus giving these important parts a circulation among another class of readers, both at home and in distant parts, drawing to them the attention of many men of means looking for investments.

In catering for the tourist or pleasure seeker the publishers have they think wisely decided, that without profuse fine illustrations, a work on the Lake of the Woods would be almost valueless. With the onward march of progress the day has come, when the joint services of the photographer and engraver are often of greater value in conveying impressions of a locality, than are the most powerful effusions of the ablest writers. Realizing this fact, no pains or expense has been spared to secure illustrations of the first quality, which will convey, to some extent at least, to the minds of our readers an idea of this enchanting Fairy-land, which we have in the Canadian Northwest, the matchless attractions of which are so little heard of, and so poorly understood, even by those who should be ready to take advantage of such attractions within a few hour's ride, or at most within a few hundred miles of their homes,

instead of travelling one or two thousand miles, as is frequently done, only to return home fatigued and completely enervated by the strain and confinement of long travel.

There is one more point to refer to, and that is the expense of this undertaking, and the folly of floating it upon a constituency so small with any hope of making it a financial success. Such is the view some people have taken of this effort; but we are pleased to state, that small though the constituency is, and plausible as this obstructionist argument may seem, it has not worked out all right in this instance. The people with interests in the district have responded liberally to the appeal of the publishers, notwithstanding the growls of one or two dog-in-the-manger obstructionists, and while the issue of this number will not prove a "bonanza" to its publishers, it will at least furnish a slender margin over and above all expense entailed, while it has afforded to those engaged in its compilation a health-giving holiday, which is of more value than a larger margin of profit, secured by close and enervating application in a city office.

With thanks to all our patrons, we are,

Respectfully,

THE PUBLISHERS.



THE LAKE OF THE WOODS.

THIS wonderful lake, its matchless beauty and its rich resources in timber, precious metals and other commodities is but little known even in Canada, while in the United States none but a few lumbermen and mining prospectors know anything about it. Had it not been that the Canadian Pacific railway in its path from Atlantic to Pacific intersected it, to the present day it would have been a very *terra incognita* to those who live within a few hours travel by rail of its beautiful shores, bays and islands. The construction of the great Canadian highway has to some extent developed its lumber resources, but even those are far from being worked to the extent they might be.

The attractions of the country around the lake to the mining investor have also been hidden from view to a large extent and are only now beginning to be partially realized by a few shrewd people, who have been rated as fools by many, but whose so called folly is beginning to be profitable in a few instances, and promises to be so in many during the next few years.

The attractions in lumbering and mining will be treated of in another portion of this number, and as the attractions to the pleasure seeker are less known than either of the two former, to the lake as a pleasure resort we must first refer.

People living in northern latitudes too frequently search for summer pleasure in places further south, and with more sweltering heat and other discomforts than are to be met with in their own homes. The search for more northern and cooler and pleasanter resorts has never been as keen as it ought to be, although within the last twenty years, the growth of common sense in selecting holiday resorts has made rapid progress, and the north is every year more sought after for a time of cool rest in the summer months, than it formerly was.

The New England sea shore is much more popular than it was twenty years ago, and the Thousand Islands on the river Saint Lawrence are yearly bringing an increased number of pleasure hunters. The far distant Rocky Mountains and the Northern Pacific Coast are also attracting year after year a larger influx of visitors, as are many other less notable localities of northern latitudes. Each has its own attractions, and each its advantages, and it would be difficult to say which offer the greatest attractions, so varied are the tastes of pleasure seekers as to scenery and other matters. For instance the placid beauty of the Thousand Islands cannot be measured for attraction against the rugged and awe-inspiring grandeur of the Rocky and Selkirk ranges of mountains penetrated by the

Canadian Pacific railway. But we can make comparisons between lake and river scenery in different localities, and in doing so we are forced to the conclusion that in the Lake of the Woods can be found more fairy-land beauty, more real isolation from the bustle of life, and more roaming over nature in her primitive beauty, untouched by the hand of man, with less trouble and inconvenience, than can be found in any other locality in North America, and we might say in this world at large.

Five hours travel by rail from the city of Winnipeg, and about ten hours travel from Port Arthur or Fort William, on Lake Superior, will bring the pleasure seeker to Rat Portage, the key to the most beautiful portion of the Lake of the Woods. Here he is on the margin of a lake containing at least 7,000 islands, varying in size from the one containing a dozen or more square miles of land to the little timber crowned islet of two or three acres in area. Each has its own peculiarity of beauty in form, and each channel or sound that penetrates this archipelagic maze its characteristics, yet all are alike beautiful and softly so, for there are no harsh features in all the attractions of the lake.

For instance, starting from the busy little town of Rat Portage, one can in one hour's row or sail in a light boat find himself in a seemingly land-locked sheet of beautiful clear water, surrounded by pine and spruce covered high, rising lands without the first evidence of civilization or the appearance of humanity in sight. He can move on in his boat and pass through channels and bays as varied in scenic beauty as they are tantalizing and bewildering in their windings. Assuredly there is no place on this continent, where men can so quickly glide, so to speak, from the rush and bustle of life into solitude and communion with nature in her most untutored, and yet her most attractive state. Here are to be found islands by the thousand and in their recesses people could be more effectually hidden from the world than ever were the hunted Douglas and his friends in the isle of Loch Katrine. Yet this hidden retreat one can leave and in one hour or so be travelling by express train for either Atlantic or Pacific coasts.

It is simply impossible to give in print anything like a clear idea of the natural beauty of this lake and its islands, bays and channels, and the engravings illustrating this work show only a few among thousands of views equally and even more attractive in beauty. Why pleasure seekers do not swarm here in thousands during the summer season, instead of to resorts where the hotel bill of fare is the main attraction, is a matter hard to understand. But then there is no accounting for taste, even in selecting a place of resort for the summer months.

Before starting out upon the lake the visitor will do well to do some walking around the town of Rat Portage and the villages of Norman and Keewatin. A walk to the east end of the first named will bring him to a trail leading through the brush and timber, which if he follows for half a mile through a beautiful glen, from which he views every few rods a bay of the lake gradually getting narrower, until it reaches the first falls, over which the water from the lake thunders down to the Winnipeg river below. The illustration of these falls given in this number conveys but a faint idea of the beauty of the scene, which has to be visited to be appreciated. Above and below them splendid pickerel and jack fishing can be had by all who delight in piscatorial sport.

A return over this trail to the main road again, and the pleasure seeker can follow on a primitive kind of road in the direction of the village of Norman, near to which he can again step aside and view another beautiful cataract, which rushes from a narrow channel of the lake into another arm of the Winnipeg river. Here the fishing is even better than at the first falls, a case being known to the writer where two fishers landed over fifty pounds of pickerel during one afternoon's sport. From the village of Norman on to Keewatin calls for another walk of over a mile over a romantic road and then for a few cents a return to Rat Portage by a steam ferry can be made, in half an hour's interesting sail.

But it is the different excursions by water which will most interest the pleasure seeker, and those are frequent during the entire summer season, and provided at a very small cost, the day's sail in any direction seldom exceeding one dollar a head of a fare. Besides parties wishing to enjoy a more exclusive trip can, for a matter of fifteen to twenty dollars, hire one of the steam craft for the day, and have ample accommodation thereon for twenty to thirty of a party. In fact every pleasure around the Lake of the Woods can be secured for a very small charge, compared with the exorbitant figures extorted at so many summer resorts.

The writer remembers with pleasure an afternoon's excursion from Rat Portage in one of those small steam craft. From Rat Portage we started eastward, and rounding the east end of Coney Island, caught sight of the summer residence of Mr. R. J. Whitla, one of Winnipeg's merchant princes. This structure is after the style of a castle of two or three centuries ago, and nestling among the tall trees around and dense green brush below, it gave a tinge of the romantic to the scene. Passing this our craft soon entered the Devil's Gap, as it is called, a narrow and beautiful channel between high rocky islands crowned with tall spruce trees. There is

some current sweeping to the west through this Gap, and squalls of wind are frequent, so much so that canoeing is at times heavy and even dangerous work there. Why it should bear the cognomen of the evil one is a mystery, as it is one of the most beautiful channels in the lake. Passing through this Gap a wider expanse of water is reached and passed, and then commences a succession of opening bays and narrowing sounds, and onward we went past island after island, some of striking beauty in form, and nearly all densely wooded. The Twin Islands, about three miles beyond the Gap, were two special objects of attraction, and it is understood that these are to be partially cleared for next year, so as to make them specially suited for recreation grounds. Onward we wended and twisted our course, until Point Aylmer was reached, where a landing was made for an hour or so, before starting on the return trip. A view of this point is shown in one of the illustrations in this number, with a steamboat in the work of landing a party of excursionists.

On another trip the writer went further on, and reached the famous fishing grounds of Ash Rapids, where mascanonge fishing unequalled is to be had. All along the course the same succession of soft beauty in scenery met the gaze, and the occasional birch-bark canoe of some Indians on their way to Rat Portage only helped to cast an air of romance around the whole trip.

It might be well to say a little here about the Indians who live around this lake. They are all of the Chippewa nation, but do not carry much trace of the warlike traits of their forefathers, who fought their way and conquered all other tribes from the Atlantic coast to the Red and Upper Mississippi valleys. They are a very harmless lot of people now, who spend their time fur hunting, fishing, and gathering wild fruit for shipment to eastern and western markets during the season.

Strange to say, these poor aborigines are less contaminated with the vices of the white races than any other tribe of Indians which have been brought so much into contact with the whites. Another notable feature is, that there are fewer of them who can be claimed as converts to the Christian faith. They have but a limited knowledge of religion of any kind, but what they have is unquestionably pagan. They have their Manitou, the great and good spirit, and their Mache Manitou, the great evil spirit, and while they have no form of regular worship of the former, they still retain their superstitious dread of the evil work and influences of the latter. In their own line of life they display considerable industry, but in the pursuits of the white man, like all other Indians east of the Rocky mountains, they are indolent, shiftless, and to a great extent helpless. They are all wards

of the Dominion Government, and receive regular bounty in money and provisions through the Indian Department.

Although the war dance and other pageants of the barbarous days are discarded, it is astonishing how these people cling to some of the forms and ceremonies handed down from their forefathers. Mr. Bunn, the Hudson's Bay Company's chief officer at Rat Portage, has furnished the facts regarding a ceremony which took place during a Chippewa pow-wow, held in July last in the outskirts of that town, and as that gentleman is thoroughly conversant with the Chippewa language or jargon, and has had many dealings with these people since he first came to the Lake of the Woods in 1873, his account of the scene and ceremony is unquestionable.

AN INDIAN CEREMONY.

In July last, after the payment of treaty money to the Indians by the Government, quite a large gathering of Chippewas camped on a vacant common on the outskirts of Rat Portage, and for several days indulged in pow-wow dances and ceremonies of a social character peculiar to their tribe, and in most instances incomprehensible to the white on-looker.

On the morning of the great day of festivities a family of an Indian, his squaw and son lingered for a while on the outside of the ring of dancers and others engaged in enjoyment. The Indian is not scrupulously clean about his person as a rule, but this group of three presented a terrible appearance of slovenliness and filth, while a stoical sadness was depicted on each of the three faces. It soon became known that this was a family in the conventional Chippewa state of mourning. The man and wife had lost by death their only daughter several months previously, and the family had, so to speak, been in sackcloth and ashes ever since. No face had been washed; no hair had been combed, and no dress had been changed during all that time. They were, in Indian fashion, separate from life during their term of mourning, and now they stood with all the personal effects of their dead relative, waiting to be brought back from the land of sorrow and mourning into real active life once more.

On the outside of the festive circle the mourners were met by leading men of the tribe, and asked their desires, which were made known in few words, and the mourning Indian presented a plump, fat dog he had brought to be used in the feast, the legs of the animal tied, as if prepared for sacrifice. A few words passed, and the Indian retired with his dog to

the brush near at hand, while his squaw and his son sat down on the outside of the festive throng, still wearing their stoical sadness in manner and appearance. Later in the day the Indian again appeared beside his squaw and son, and announced that the feast was prepared for his brothers of the tribe. He had killed and cooked the dog as a feast for them. Then commenced the ceremony of receiving back into society the mourners. The personal effects of the dead girl were brought into the centre of the throng, and the dance for a time stopped. The clothing and trinkets composing these effects were divided up among those of the tribe. Then the men took away the mourning Indian and his son to one side of the camp, where they were relieved of the untidy garments they wore. Their faces were washed, their shaggy unkempt hair was combed and fixed up, they were dressed in fresh garments, and their faces daubed with gaudy paint, thus fitting them out in full festive attire. While this was going on some squaws of the tribe had taken their mourning sister to another end of the camp, and performed for her a similar toilet. In the centre of the ring bucks and squaws of the tribe had piled up their presents to their friends returning from the land of sorrow. Old blankets, clothing of every kind for male and female, fishing gear and a dozen other kinds of truck made up the pile.

After the toilet the family of mourners were brought to the centre of the gathering once more, and with speeches from the leading bucks of the feast, and reply from the returning Indian, the family were in true Chippewa style received back into society from the land of sorrow. The dog feast was afterwards partaken of, and in the evening the mourners of the morning were among the most hilarious of the festive throng.

Quite a number of the social rites and ceremonies are observed about the time of treaty payment, when a large gathering can be secured. Religious rites or ceremonies of a pagan nature are not to be seen, and indeed it is difficult to discover any form of religion amongst them, or anything more than their hazy superstition about their good and evil deity. Quite a number nominally profess the Christian faith, but none have as yet proved enthusiasts. Among those who have adopted the names of white people, it is noticeable that the Scripture names such as John, James, Andrew, Peter, David and so forth are the favorite cognomens.

But this is diverging too far from the tenor of this article, namely the attractions of the Lake to the pleasure seeker, so we must leave the noble red man for a time, and start once more in search of scenic beauty.

ANOTHER ROUTE.

IT was from Keewatin we started, although Rat Portage could serve equally well as a starting point. The little tug "Cruiser" conveyed our small party; and after clearing the narrows at the entrance to Keewatin Bay, we shot away in a southerly direction, while a stiff westerly breeze lashed the white capped, short and choppy swell against the broadside of our little craft, causing her to heel over and pitch a little, but only enough to give a really enjoyable motion. We had selected the most boisterous day for weeks for our trip. One of those days made up of bright lights and severe shades with somewhat of a chill in the breeze when clouds hid the sun, but comfortable in temperature when the great orb again shone clearly.

We had not crossed the channel lying between the long neck of mainland on which Rat Portage, Norman and Keewatin are located, and the maze of islands to the south, before a squall with a shower of rain struck us, and for a few minutes made us tighten our wraps around our forms. But it was of short duration, and the sun soon dissipated all discomfort with his returning rays.

As already stated, our course was southerly at first, but once this channel was crossed, to give in detail the courses steered in our tortuous windings amid this archipelago, would be a matter impossible. Once entered this maze of islands is almost as bewildering as it is beautiful. Around you can see islands large enough to be mistaken for portions of the mainland, others with an area of a score of acres or less, and some mere dots on the surface of the water; then some are covered with tall spruce, birch and white cedar, with dense brush hanging down into the waters of the lake, others have been swept in past years by forest fires, and the tall trunks of former giant trees, black and charred in some instances, and bleached pale by exposure to storm in others, with the deep green undergrowth of brush around their bases, gave such islands a curious and somewhat weird appearance. Among the smaller islands were some which rose abruptly from the lake, the timber upon them being tall and verdant, giving them the appearance of a huge pile of some green matter. Look in any direction and islands met your view, all differing in the details of their outline, and yet all blending into one expansive view, as unique as it is beautiful, as enchanting as it is grand.

We have heard of fairy-land in our childhood, the dream of the morning of life, and here in the afternoon of life the reality is before us. It only requires the fairy queen wand in hand and her light-footed

following to appear, and we have in reality scenes as hazily beautiful as we ever feasted our eyes upon in the transformation scenes of the pantomime of our childhood. We could wish we were children once more, that our impression from the scene, might be as pure as they then were.

Through this cluster of islands we steamed for the greater part of an hour, turning points, and in and out of narrow channels in the most tortuous manner, sometimes a wide bay would be opened up, where a two mile stretch across unbroken water met the view, then a sudden turn to right or left, would shoot us into some narrow sound between two islands, whose abrupt banks crowned by lofty spruce and other trees, made our water channel dark and shadowy. Following this tortuous course, we at length entered the Na-Mangoos-a-cawaing, or, as it is called in English, Trout Sound. Here we passed through a long, narrow and somewhat winding channel, with unusually high land on either side, surmounted by tall trees, and with dense green brush down to the water's edge in many places. About the middle of the course, through this sound, the limited view, shaded as we were from the sun's rays, was sombre, yet beautiful, while the feeling of isolation or loneliness would soon prove oppressive, had we to linger there, so thoroughly shut out did we seem from everything of life. And yet we were only a half-dozen miles or so, by the crew's course, from the busy town of Rat Portage, and the great Canadian Railway which links the Atlantic and Pacific coasts.

Travellers differ widely in the impressions made upon them by scenery of different kinds. There are some sordid people, who could gaze on the great Niagara, and have in their minds only calculations as to how many turbine wheels, and how many horse-power could be harnessed down to industrial work by the waters of the great cataract. Others again can view such scenes only with romantic spectacles, and see only inspiration for the poet or the painter. But it would be difficult to find man or woman so sordid and practical, as to view Lake of the Woods scenery, and think only of how many millions of feet of lumber could be sawn out of its forest covered islands, or how much precious metal could be crushed out of its gold-bearing rocks. These are calculations not to be overlooked entirely, but to almost any mind they must be matters for secondary consideration, when the fairy-like beauty of the ever changing scenery is viewed.

Some minds cannot view beautiful scenery such as this lake presents, without hunting for historic associations, or if the reliable chronicler has not given anything to the world, a hunt for legendary associations. This weakness the writer must confess, and in looking for historic matter around the Lake of the

Woods, the work is comparatively a fruitless one. The history of the lake and its thousands of islands, is a blank until the past quarter of a century, which furnishes some common-place events, scarcely worth recording. Even the accounts of the old voyageurs of the eighteenth century, so far as they can be reached, are only records of the petty squabbles of the rival fur traders of the Hudson Bay Company and the Northwest Fur Company, before the interests of these two great pioneer corporations were united in 1826.

Even the Indians on the lake seem to have but few of the old legends of their tribe to furnish to the enquirer, and this seems strange, as the Indians are pure descendants of the Ojibewas, as they were at one time named, which name has been modernized into Chippewa, to suit the tongue of the white invader.

Any person who has read backwoods Indian tales in his or her teens, would naturally look for records of strife between the white invader and the red man, or between the tribes of the latter. As stated, even the legends of the Indians are few and not always romantic. There are some handed down, however, and the visitor will not be astonished, after visiting the Na-mangoos-a-cawaing, to know that it was the scene of one massacre of Sioux Indians by their hereditary enemies the Chippewas.

The legend as handed down is as follows:—

AN INDIAN TALE.

After the Chippewas had driven all opponents out of the lake country, and away into the yellow land of the western plains, they enjoyed comparative peace in this land of their adoption, and fished and hunted with impunity westward to the borders of the prairie land, into which bands of their tribe made occasional forays, plundering and murdering their old enemies the Sioux and the Sac and Fox tribes. Seldom did the Sioux venture into the Lake country, as they were even less able to cope with the Chippewas through lake and brush, than the latter were to meet them openly on the plains, where the horses of the Sioux told so much to their advantage.

On the town site of Keewatin, quite close to the lumber mills of Messrs. Dick & Banning is the site of an old Chippewa camp, where a powerful chief ruled over some two hundred and fifty warriors, with their squaws and papooses.

Iasawash, as this chief was named, had gone through many a fierce fight with the Sioux, and had brought home from his many forays scores of scalps of his enemies. He was advancing in years, and while his forays into the yellow plains had been few of late years, his hatred of the Sioux had lost none of its intensity. He had no sons left, for three of

them had met their death in war with the hated enemy, and two of their scalps were supposed to be ornamenting the tepees of the Sioux. He had one child, Cheekanaguaybeek, or the Lake Lily, a daughter, the fame of whose accomplishments had spread among all the Chippewa bands on the lake, and even down to the borders of the prairies on the southeast, among warriors who had never seen her.

Indian life and Indian story have many points similar to white life and white story. Maidens will fall in love, and without having the consent of their fathers either. So it was with the Lake Lily of the Chippewa camp. She had seen but little of warfare from her childhood, and had only shared in the rejoicing and the spoils, when the warriors of her tribe came home from a successful foray into the Sioux country. Still she had the inborn admiration for the daring and the brave.

Keesheahminisay, or the Kingfisher, had attracted her attention more than any of the braves of her father's band, for his bound was the most agile, his arrow was the truest in aim after the antelope, his hooks and his nets seemed to bring in more fish than those of any other brave, and his canoe had time and again defied the wildest storms, which the Mache Manitou sent sweeping across the lake, and sped its course safely to shore, seemingly only playing with the angriest waves of the storm. Naturally such a suitor would fare well with the lovely Indian maiden, especially when it is added that his love for the Lake Lily was as pure as his heart was brave.

How Keesheahminisay let his passion be known to the maiden, or discovered that he was an accepted suitor, or how he faced the stern old chief, and asked his daughter for a wife, the modern version of this legend does not state. In a modern romance this would fill up a couple of chapters, but in this story, as it is handed down, it is simply stated as a matter of fact that he went through the ordeal but was not altogether successful with the old chief. The stern old warrior simply informed him that he that he should have a chance of proving himself worthy of the maiden.

One day Iasawash called together and met the braves of his tribe in council of war. He told them how his heart, though older and beating more slowly than in the impetuous days of youth, was as brave as ever, and as fierce against their enemies, the Sioux. He longed to wipe out the blood of his lost sons in a deluge of Sioux blood; and he had determined once more to attack the Sioux in their own yellow land. Not to make a foray with a few of his braves, who would strike a blow in the night, and hurry back with the spoil; but to go there with every brave of his tribe, and deal out a blow, that

their enemies would long remember, and tremble when they thought over it. Some of his braves loved peace, and did not care to go to war. They were secure in their present camp, and that made them dislike war. But he asked them to once more for the last time follow him to the fight, he was their chief and their medicine man also, his wisdom had kept them strong and free from disease, and had done much to guarantee them their present rest and safety. Once more he asked them to trust to his wisdom on the war path, and to be ready next morning to start on a war expedition against the Sioux. In the closing of his speech he pointed to his only child, on the outside of the ring of warriors in council, and said: "There is my light of eye, the centre of my heart, she shall be given as the squaw of the brave, who brings home most Sioux scalps from this war." It is needless to say, that every brave of the tribe agreed to follow their old chief once more on the war path, and that night all was bustle and preparation for starting next morning.

As the story goes there was a secret meeting, of short duration that night, between Keesheahminisay and the chief's daughter, and the young brave avowed his determination to bring back more Sioux scalps than any brave of the tribe, or fall by the Sioux arrow, knife or tomahawk. How he fulfilled his promise, and how he received his reward the story faithfully tells.

By grey dawn next morning Iasawash and twelve score of his braves manned their birch bark canoes, each warrior in his war paint and armed for the fray. Their course was across a portion of the open lake to Buffalo Bay on the mainland. Here they reached in safety, and cached their canoes before camping for the night, carefully obliterating every trail that would lead to the hiding place. Early next morning they were on the march westward, and at night selected a safe camp near a small lake.

On the morning every brave was puzzled to note the troubled look on the face of their chief, and all were astonished to learn that he proposed an immediate return to their home. He had dreamed a terrible dream, and he felt certain all was not well with the unprotected families they had left in their home camp. Former dreams of Iasawash had proven timely warnings to the tribe, and the greater number of the party were ready to follow his advice. This was specially so with the older warriors, who knew that no cowardice could be imputed to their chief, and who put the most implicit faith in his dreams. A few of the younger braves thought that age might have blunted their chief's appetite for war, but they dare not express such an opinion.

After holding a council, it was decided to return, and the homeward march was commenced. It was not until the morning of the next day that they reached Buffalo Bay, and searched for their canoes, but the search was a hopeless one. They were gone, and not a trace of where they were gone left. An ominous silence crept over the whole band, and the worst results were feared. It was not a time to halt in idleness however, and as the birch trees grew around in abundance, the work of making fresh canoes was at once begun, and in two days all were once more afloat and on their way home. No rest was taken night or day, and early on the second morning they entered the Na-Mangoos-a-cawaing. As they entered they thought they heard loud sounds from the channel across one of the islands. Quickly scouts landed and clambered up the bluff, where on the other side of the island they saw their former canoes, manned by Sioux braves, who were singing their usual song of victory. Quickly they returned, and communicated the ominous and dismal news. The hand of Iasawash waved the orders in silence. Quickly and silently the Chippewa flotilla divided in two parts almost equal in strength, each making for one of the two shores of the sound. In a few minutes every canoe and warrior was hidden in the brush that lined the shores on either side, and as the Sioux paddled around a point into the channel, not a sound met their war song, except its echoes from the tall banks. They were in a hilarious mood, but when they reached a point at the narrowest part of the sound their mood was quickly changed, for a shower of well directed arrows came from each bank, which changed the song into a yell of astonishment and terror. They were thoroughly surprised and trapped. They could see no enemy on whom to return the fire, and as the arrows continued to pour in with deadly effect a general attempt at flight was made, but it was a futile one. Scarcely a canoe was without one, two or more wounded or dying men, and paddling at any speed was completely stopped. Quickly the canoes of their enemies swarmed around them from both sides, manned by braves, who were even on equal grounds their superiors with the paddle. The Sioux fire of arrows was wild and almost harmless, while that of their advancing foes was cool, deliberate and deadly. The chances of war were all with the Chippewas, and they let no chance slip. Soon the canoes crashed into each other, and work with knife and tomahawk commenced. The Sioux were overpowered in numbers by their assailants, a large proportion of their braves being dead or badly wounded from the first fire. A few of their canoes shot out from the thick of the fight and sought flight, but they were quickly overtaken and their occupants slain. Only three of the Sioux managed to reach a



A CHIPPEWA INDIAN POW WOW.



A CHIPPEWA INDIAN ENCAMPMENT ON THE LAKE OF THE WOODS.

Engraved from Photo by Wright of Rat Portage.



RAPIDS NEAR THE FIRST FALLS.



VIEW OF THE LAKE OF THE WOODS FROM SULTANA MINE.

Engraved from Photo by Wright of Rat Portage.

narrow neck of mainland some distance away, but not one ever returned to their home in the yellow land to tell the tale of the fight.

But it is time to look after Keesheahminisay our hero now. The sound of the Sioux song of victory sent a pang to his heart, for he knew it meant death to his future happiness. He had only revenge to live for. In the fight he showed the agility and fierceness of a tiger, and seemed to cast aside all ideas of personal safety. One large canoe still manned by six sturdy Sioux paddlers might have escaped had he not sprang into it from the prow of his own craft, and in a terrible struggle against such odds killed three of his opponents, before relief came from his own party. At the close of the fight he was able, though bleeding from numerous wounds, to throw at the feet of his chief a bundle of Sioux scalps, much greater than was possessed by any brave of his tribe, but only to receive the sad smile of the aged warrior.

The fight over, the victorious Chippewas followed carefully homeward the trail of the Sioux band, and on a little bare rock in a bay they found the body of Cheekanaguaybeek. Her captors had discovered that she was to be the prize given to the bravest Chippewa returning from the foray into their country; and with a fiendish mockery they took her dead body, dressed it up in all the savage finery at hand, such as would be worn only by a chief's bride, and propped it up on this rock, where it could not fail to be seen by the returning Chippewas.

As the canoes clustered round the little rock all looked to the face of the aged chief but one. That one was the young warrior who had won her in war. Springing upon the rock, Keesheahminisay encircled the waist of the dead girl with his arm, and lifting the other hand to his chief he said, "Father, she is mine." They were his last words; for loss of blood from his many wounds had about drained the life current, and staggering backward he fell dead beside his dearly won prize.

The Indian record of the great event tells how the Chippewas returned to find at their camp home only ashes, blood and the mutilated remains of squaws, papooses and the few aged and helpless men they had left behind. Only about a dozen of the younger and stronger squaws, and a few of the oldest papooses were afterwards found in a famished condition in the surrounding brush, to which they were fleet enough to escape from their would-be captors and murderers.

But we must leave our Indian tale, and proceed on our cruise through channel and bay, and through such we pass for almost half an hour before we reached what is known as the Manitou. From the Trout Sound to this point we had met with no more very narrow places, but as we steamed out from

between two islands into the broad Manitou, the sight was a grand one. Here in several directions there is a stretch of five or six miles of water, unbroken except by an occasional jutting rock peering up like a dot on its surface. A gale of wind was blowing, and the short choppy swell of the different narrows and land-locked bays we had passed through now changed to a longer and higher sea with white crested tips breaking on the bow of our little craft, and freely baptising us now and again with spray. This is the widest and stormiest part of the lake, except on the large stretch to the south, which has to be crossed by craft bound for the entrance of the Rainy River. The breeze was stiff, but the sun was bright, and the dancing of our little craft gave a most enjoyable feeling. Away in all directions rose up the dots of islands, while in the further distance larger ones overlapped each other and looked like portions of a continuous mainland. The sight was one to be long remembered by any one with an eye for the beautiful.

Once fairly into this lake basin our guide pointed out to us the celebrated Manitou Island, from which the broad basin takes its name. It was about three miles on our lee, and looked about the most uninteresting and unattractive of all the surrounding islets. Its bare rocky sides stretched down to the water facing us, and the light of the sun gave it a peculiar reddish brown appearance. But with all its unattractiveness this small island is the most interesting among the thousands on the lake. Indian superstition attributes many strange things to it. Whether the Manitou the great and good spirit can visit the little island or not, the superstitious Indians cannot decide, but they are fixed in their belief that on this rocky islet the Mache Manitou, or great evil spirit holds undisputed sway. No Indian canoe was ever known to go near its rocky beach, and should the course of any party of Indians bring them within sight of it, no eye would be turned towards it, no paddle would be pointed at it, and no voice would dare to utter the fact of its proximity. Seldom does any Indian canoe come into the broad basin where it can be viewed, all such craft as a rule seeking a course through some other channel, where the dreaded islet is hidden from their view. The war song, the song of victory, or the song of festivity is hushed as soon as the canoe nears any opening to the bay, through which the fear-inspiring isle can be seen, and the gap through which it can be viewed is paddled across in sullen silence, and as rapidly as possible.

The superstition regarding this island is, that if any one dares to speak within hearing of the great evil spirit, or looks or points at the isle where his malicious and whimsical will rules supreme, he will

cause one of his wild storms to sweep across the broad basin, and woe betide the poor canoe and its freight which may be caught in the storm thus hurled at it by this malicious and capricious pagan deity.

It would seem that the Mache Manitou either has no dislike to white men, or is afraid to offend them by storms or otherwise. Those pale faced desecrators have denuded his island of timber, and have no scruples whatever about landing thereon, especially as there is good fishing to be found in close proximity to it.

Leaving the broad Manitou, we had two hours more of a sail through channel and bay, until we reached the further shore of an island, known by the very unromantic name of Copper Island. Why this richly wooded island, with its two bays from opposite sides almost dividing it in two, should be so named is a question we were unable to get a solution of. All we could find out of interest to the pleasure seeker and lover of sport was, that around its shores black or rock bass can be caught in plenty.

No matter how enchanting scenery may be it cannot satiate the animal appetite, and when our party arrived at Copper Island, we were very pleased to repair to one of those floating lumber camps, and regale ourselves with a goodly cargo of the conventional pork, beans and potatoes and other camp delicacies.

After roaming for a time through the brush on this island we started on our home trip, and as the wind kept quieting down and the clouds clearing away as the afternoon advanced the homeward trip was one much more tranquil than the trip outward. When we reached the broad Manitou once more a brilliant rainbow illuminated the sky, and as one end rested on and lit up the rocky slopes of the isle of Manitou, while the other rested on a heavily wooded islet some miles distant, we had a view of a grand procenium arch formed by nature, which no art can ever depict, and which will be long remembered by our small party who viewed the beautiful display.

The rest of our homeward trip was calm and tranquil, and as we steamed across the channel to the entrance to Keewatin Bay the waters of the lake were smooth and glassy, while the lingering rays of the sun, now set behind the western bluffs, tipped each promontory and peak with a pale purple tint, while the reflection of the twilight sky on the lake lit up its waters with tints varying from the pale silver, through the dull golden to the deep lurid red. The day was altogether one of the most delightful ever spent by the writer during a life of nearly 50 years. Midnight brought sleep, the sweet refreshing sleep resulting from a day in the fresh open air. It brought pleasant dreams also, in which the legendary horror of the Na-Mangoos-a-cawaing played no part.

HISTORICAL ASSOCIATIONS.

AS stated in another article in this number the historical associations around the Lake of the Woods country are few and of no great interest, even away in the back days of the two past centuries, when in many other parts of Canada events were taking place which in a large measure tended to shape the future destiny of Canada, and indeed of the whole northern portion of this continent.

A number of reliable historians have recorded great events, which happened east of Lake Superior, and others have chronicled equally important events which happened from the Red and Upper Mississippi Valley westward. But the country between these two regions, especially that north of the present southern boundary of Western Canada, seems to have been only a marching or camping ground of the great figures who are prominent in the formation of early Canadian history.

The Hudson's Bay Company seem to have made their pathway into the great prairie land to the westward through York Factory and other posts on the Hudson's Bay, and their operations into the Lake of the Woods and the adjacent country were through outposts tributary to more important centres in the Red River country to the West. On the other hand the efforts of all the early French settlers, before and after the conquest of Quebec, to gain a footing in the great Northwestern prairie land were made from the Lake Superior ports, and at or near the mouth of the Kaministiquia River, somewhere near the site of Port Arthur or Fort William seems to have been the pivot from which all French operations in the prairies beyond started out. The country intervening, including the Lake of the Woods, was a district through which either marched or in which either camped for a time, with aims beyond.

Although the great aim of nearly all adventurers, who pushed French interests westward from Lake Superior was, to profit through the fur trade with the natives, upon which the Hudson's Bay Company seem to have got quite a hold before the close of the 17th century, the ground on which the two contending interests were likely to come into collision, namely that between Lake Superior and the Red River, seems to have escaped being a battle ground such as it might have been, and the records which can be had of any trouble seem to be mere records of petty squabbles of rival traders.

Although the Hudson's Bay Company, then the representatives of British interest in Northwestern America, had penetrated into and traded in the present Lake of the Woods country before the close

of the 17th century, it was not until the year 1716 that the French Government, or their governor, in Canada, thought of pushing their interests west of the great chain of lakes. At this time Louis XIV had died, and the dreamy and speculative Duke of Orleans was regent and ruler of France. John Law, the father and inventor of fiat currency was then popular in France, and the friend of the regent, and afterwards his brother-in-law. The dreams of the Scotch fiatist, which afterwards ruined France in a financial sense by basing the currency and credit of the French nation upon the imaginary value of the American possessions, had evidently taken a firm hold upon the regent, and in the year above mentioned the Governor of Canada was instructed to send out an expedition which would establish a fort near the mouth of the Kaministiquia, another on Lake Christineaux (as the Lake of the Woods was then called), and another on Lake Winnipeg, and thence to push onward and find an overland route to the Pacific Ocean. One Charleboix, a Jesuit missionary, was the commissioner sent by the Governor to report upon the project, and he advised the sending of missionaries to the Sioux Indians on the Red River and the plains beyond who would learn the jargon of this tribe and from them learn of some route leading further westward to the Pacific.

The following year a stockade fort was constructed near the mouth of the Kaministiquia, under the supervision of a lieutenant of colonial troops, but the war-like attitude of the Sioux prevented any further progress being made.

Although the home Government in France seemed anxious during the early portion of the 18th century to push French interests on to the westward no monarch of France thought of expending any money in the undertaking and in the rotten state of matters at the French court, where some fawning courtier might at any time be appointed to fill the place of some true patriot who had on his own resources pushed his country's conquest westward, and not only be appointed but be commissioned to appropriate all the patriot had secured by his conquest. Few men of stamina were ready to start to the west on what was certainly a perilous, and what might prove not only a thankless, but a ruinous expedition.

Yet such was the spirit of enterprise among the French colonists, that men were found ready to risk their lives and their all upon such a dangerous uncertainty. The only prize offered to such pioneers, who started to reach the Pacific overland was a monopoly of the fur trade in the country which they explored and opened up and there was no certainty as to how long this tenure of a fur monopoly would last. As soon as it became truly remunerative it

was certain to be transferred to some royal courtier or courtiers, unless the first holder had influence enough at the Court of Versailles to hold it on.

Among the French pioneers who made the first really bold attempt to reach the Pacific overland was Pierre Gaultier de Varennes de la Verendyre, afterwards known better as La Verendyre. In 1731 this explorer accompanied by a Jesuit named Arneau and a party of Canadians started out on the search for the Pacific overland, and that fall built a stockade fort and prepared to winter on the shore of Rainy Lake, from which expeditions into the Lake of the Woods were made. He seems to have had a half-hearted poltroon following, for they commenced to desert him almost as soon as he started out and from his camp on Rainy Lake one party including one of his own sons, and headed by Arneau the Jesuit deserted him but a few days after leaving him were all massacred by the Sioux on an island in the Lake of the Woods.

La Verendyre seems to have been a man of indomitable energy and iron will for in spite of all obstacles he established six trading posts or forts extending west from Lake Superior into the country now included in Manitoba, and among the number was Fort Saint Charles on the eastern portion of the Lake of the Woods.

This intrepid explorer in 1742, finding his own powers of endurance weakened by advancing years, sent out his two sons and a small party over the North-western plains in search of the Pacific and these two sons of a daring father penetrated as far west as the heart of the Rocky Mountains, which they were doubtless the first white men to gaze upon; and this they did sixty-two years before these were viewed by Captains Lewis and Clark of the United States service, who were the first white men to cross the mountains and reach the Pacific Coast safely.

The career and fate of the two sons of La Verendyre were only a repetition of the experience of La Salle. A new Canadian Governor, a creature of the Count of Versailles, sent his greedy minion to seize their honors, their place and their resources, and leave them to die in poverty and obscurity. They were the last of the French explorers who pushed their country's interests with patriotic spirit into the far Northwest and from the day of their loss of power to the conquest of Quebec the Hudson's Bay Company and British interests were steadily crowding out French influence in the Northwest.

After the conquest of Quebec, the Hudson's Bay Company had many years in which they had practically no opposition in the fur trade of the Northwest, and they made good use of this opportunity. It was not until near the close of the eighteenth or the opening of the nine-

teenth century that any organised opposition faced them in this field in the shape of the Northwest Company a rival organization of fur traders having a Canadian origin and with their headquarters at Fort William on Lake Superior which place was named after one of the most active of the partners of the company Mr. William McGillvray.

During the quarter of a century in which these two rival corporations fought for the fur trade of the Northwest the Lake of the Woods district was the scene of many a squabble and fight between the agents of the two companies and the bitterness shown between them there and in the prairie country further west sometimes developed into displays of savagery but little short of that displayed by contending tribes of Indians.

In 1816 after the sacking of Fort Douglas on the Red river and the shooting of Hudson's Bay Governor Semple and a party of his followers by a party of Northwesterners, Lord Selkirk, the founder of the Red River Colony, passed westward through the Lake of the Woods country with a small detachment of regular British troops and quite a force of auxiliaries on his way to the ruined Fort Douglas, where he restored order and Hudson's Bay Company's authority with an iron hand and an unscrupulous policy.

For five years afterwards the fight between these two rival fur gathering companies was extremely bitter, but in 1821 they united interests under the Hudson's Bay Company's charter and from that year all was peace and quietness over the entire British Northwest among both whites and Indians. The first war note which disturbed this state of peace was the Riel rebellion in the Red River country in 1869; and the following summer Sir Garnet, now Lord Wolseley, at the head of the military force which crushed this rebellion passed through the Lake of the Woods country by what was then known as the Dawson Route and the same fall returned eastward over the same route accompanied by the portion of the 60th Rifles which accompanied him to the Red River.

From the year 1870 to 1876 when the first contractors engaged on the construction of the Canadian Pacific Railway appeared in the Lake of the Woods there was scarcely an event worthy of being chronicled regarding this beautiful lake and its surroundings.

From the year 1876 the history of the Lake of the Woods country, so far as progress under the influence of modern civilization is concerned commences. This period, that is down to the present time, furnishes no events of a stirring character, although much that affected the future greatness of Canada took place in this wild and romantic country be-

tween Lake Superior and the Red River Valley between 1870 and 1890. The struggles to construct the Canadian Pacific railway across this region from 1876 to 1884 was a work of great interest to statesmen and railway men, and the struggles in the law courts of the Empire, as to whether the Dominion or the Province of Ontario should control the country from Lake Superior to the prairie country, which was only decided in favor of the province some three years ago, also furnished many points of interest to statesmen and legal men. These however, are fields into which the writer of this article sees no necessity for entering at present. The other historical points from 1876 to the present one are of no great interest, and are referred to in another article in this work.

SUMMER HOMES.

THAT the Lake of the Woods is fast gaining popularity as a summer resort is evident from the steady increase in the number of small cottages and other inexpensive residences, in and around Rat Portage, Norman and Keewatin and the adjacent islands of the lake, by men who reside in Winnipeg, and in eastern cities, whose families occupy those houses for a few months during the summer, and return to their homes for the winter. Some individuals have purchased small islands on which to erect such structures, so that in the season they can feel themselves monarchs from shore to shore of the land they tread upon. When a person can secure that feeling by the outlay of two or three hundred dollars for an island, and about twice that amount for a summer cottage (for lumber to build is very cheap on the Lake of the Woods), the feeling of monarchy in a small way is certainly not an expensive luxury. The trouble of boating back and forward to town for supplies may be a drawback to some, but it is a small one considering the land-locked state of the bays and channels leading to many of the islands near to the three towns above mentioned. To those who object to aquatic shopping expeditions there are plenty of chances of securing building lots in close proximity to these towns at prices ranging from forty dollars upward. The argument of poverty is therefore but a lame one to many against securing a home where in the summer a time of health giving rustication can be had amid some of the loveliest scenes which unpolished nature can furnish.

If the increase in summer homes indicates the growing popularity of the Lake of the Woods as a summer resort the swarms of people who go there to enjoy some roughing it in camp life is an over-

whelming proof. Coney Island, immediately across the channel to the south of Rat Portage, seems to be the favorite spot for such enjoyment, although at many other points the white tent can be seen by day, and the camp fire at night, and the real enjoyment apparently had, and the improved health secured by almost all who try the summer camp on this lake are strong reasons for its popularity.

On the island referred to there is a long, sloping, sandy beach, one of the finest natural bathing grounds the writer has ever seen, a large stretch of which is owned by the town of Rat Portage and preserved as a public bathing ground. This is one of the great attractions to campers on Coney Island, and during the summer of 1893 hundreds, and we might say thousands at times, have slept at one time under canvas on this island. At night from a boat out in the channel the long line of camp fires on the isle adds greatly to the calm but strange beauty of the scene. One of the illustrations in this number shows a party in camp on Coney Island, and this is only a specimen engraving of scores of similar scenes to be viewed in close proximity.

The time is close at hand when a class of more imposing summer houses will dot the islands and bays of this locality, and the castle-like summer villa of Mr. R. J. Whitla, of Winnipeg, near the entrance to the Devil's Gap, referred to in another article is only a beginning of a number of attractive structures, which will aid nature in lending a charm to this lovely lake region. Then the supply of places for insular summer homes is practically inexhaustible. The general estimate of the number of islands in the lake is seven thousand, but that figure does not include many of the little islets with an area of one, two or three acres, almost any of which would make a lovely and romantic spot for a summer home.

The hotel accommodation of Rat Portage is small compared with what can be found at many popular summer resorts, but it is adequate as yet, except during an occasional rush, for the demand; and it can be truthfully said that comfort and moderate charges are to be met with. One of our illustrations shows the Russell House, kept by Col. Arnold, the largest house in the place, where about one hundred guests can be accommodated in comfort. Another of our illustrations shows the house of Mr. George Drewry, smaller in capacity, but elegantly and we might say luxuriously furnished and conveniently laid out. The Hilliard House is another house with considerable accommodation and there are several other less important taverns.

The Queen's Hotel is another tavern kept by the Rigney Brothers, where guests can secure genuine comfort without attempt at show and at very moderate rates. At the clerk's desk will be found Mr.

Geo. Heenan, one of the oldest mining prospectors on the lake, who can post the visitor as to pleasant resorts, and who is ever willing and able to furnish valuable information on mining matters.

Thus it will be seen, that in hotel, summer cottage and tent, a large number of people can find quarters in the lake district near to the towns, and at periods during this summer of 1893, the visitors in and around Rat Portage, Norman and Keewatin considerably outnumbered the actual residents of these towns. And yet this is only an index to the crowds of visitors who will rush to the shores of this lake during the summer months before five years have passed away.

To those who are thinking of securing a summer home at small cost, we would say lose no time in making a selection now, while sites may be had for a mere trifle. Two or three years hence the range for selection near to railway communication may not be so great, and the item of cost will certainly be materially increased.

THE TOWN OF RAT PORTAGE.

THE town of Rat Portage is the principal point and centre of the district which this issue of THE COLONIST describes. It is situated near the northern extremity of the Lake of the Woods, at the exit of the Winnipeg river, just where the C. P. R. touches the lake for the first time going west. Its distance from Winnipeg is about 133 miles. The town site is rather large, extending along the C. P. R. track for about a mile and a half, and embracing smaller Norman, an important lumbering point. The site has been very well chosen, lying along the lake front where excellent wharfage can be had at very little expense and at the same time good level streets can be laid out without any costly rock blasting. There is plenty of room for expansion as the growth of the town requires it. An excellent idea of its lay out can be obtained from the engraving on another page of a general view of the town.

Properly speaking the history of Rat Portage dates from the year 1876, although as far back as two hundred years ago a Hudson's Bay Company post existed where the present east end of the town lies, near the Western Lumber Company's mills, and another below the first falls of the Winnipeg river, near where the electric light power house now stands. These were links in the chain of trading posts which that Company had established, extending from the present site of Fort William on Lake Superior west and north through Fort Garry in the

Red River district to York Factory on the Hudson's Bay. In the days of those posts this place must have presented an almost busier appearance than it does now, with the hundreds of Indians, traders and voyageurs passing and repassing, bound for the east, west, north and south with products of the chase and traders' supplies, all directly or indirectly engaged on the business of the great Hudson's Bay Company. It is estimated that several millions of dollars worth of furs must annually have passed these posts bound for the markets of the far east. But the object just now is not to dream about those bygone days, but to deal in a matter-of-fact way with the town as it is in our time. As has been said its history properly dates from the year 1876. In that year some of the C. P. R. contractors located their camps on the site near where the village of Keewatin now stands, about three and a half or four miles distant from the Rat Portage railway station of to-day, and they then gave to the place where they were camped the name Rat Portage. Subsequently these contractors moved their camps eastward to the site of the present town and took the name with them. Several years of very slow development followed this humble beginning and by the year 1881 very little growth or settlement had taken place. Everything at that time depended upon the development of the lumbering industry. After 1881 there followed a period of more rapid development which was only hindered and held back from assuming large dimensions by the dispute between the Ontario and Dominion Governments as to which really controlled the territory in which the town was situated. This dispute was only settled some 3 years ago when the whole district was given to the province of Ontario. The more rapid development which commenced, as already said, after 1881 has continued, varying only to a slight degree more or less, ever since, adding as years went by population, industries and influence to the town until to-day it stands almost the most important point in all Northwestern Ontario.

Let us look for a few minutes at the composition of the business community of the town itself and the population before going on to consider the larger subject of its industries and prospects. A conservative estimation of the population places it at about 3,000. The total number of places of business in the town is as nearly as can be calculated seventy-five. Of this number 11 are general stores; 4 boot and shoe stores; 3 clothing, gents' furnishing stores and tailoring establishments; 2 stationery and book stores; 2 drug and fancy goods stores; 6 fruit and confectionery stores; 2 liquor stores; 2 hardware stores; 3 dairies; 2 butcher shops; 2 bakeries; 1 millinery store; 1 photograph gallery; 1 harness shop;

2 barber's shops; 2 paint shops; 1 furniture store; 3 watchmaker and jewelry establishments; 6 hotels and saloons; 5 mining companies; 1 bank; 1 telephone and electric light company; 3 building contractors; 2 fishing companies; 2 printing offices, each publishing local papers; 5 or 6 professional men, such as lawyers, doctors, etc.; and 2 boat-house keepers. The places of business of some of these are large and comfortable, the stocks and general arrangements of the stores comparing favorably with those in some of the large cities. This may be partly accounted for by the fact that the trade of these stores is, in the summer at least, largely with people from the cities and these ask for and expect to be supplied with goods of the same quality and variety as they could get at their homes. Some of the stocks of goods carried in the stores of Rat Portage must run in value very close to \$35,000 or \$40,000, others perhaps something over that amount, and the total annual turn-over of stock in the usual course of business must be somewhere near a quarter of a million dollars worth, exclusive of the lumber business. One important factor in the commercial up-building of Rat Portage has been its supply business with the numerous camps of lumbermen and others, and with the distant Rainy River town of Fort Francis. A large amount of supply stuff is annually sent out over the lake.

In looking at Rat Portage from a business point of view the first thing that attracts attention, after the actual commercial interests of the town itself have been considered, is the lumber industry. From almost the earliest days of its infancy right up to the present time, this may fairly be said to have been the underlying force at work building up and developing the town. As the lumbering trade was developed the town developed, and when lumbering suffered any temporary drawback or check the town suffered proportionately. The number of mills now at work altogether, including those in Norman, is five. These are the Western Lumber Company mill and Ross, Hall & Brown mill at Rat Portage proper, and the Cameron & Kennedy, the Bulmer or Safety Bay, and the Minnesota and Ontario Lumber Company mills at Norman. These mills, together with the Dick & Banning mill at Keewatin, are all now operated and managed and their output sold by an association of the original companies known as the Ontario and Western Lumber Association. The five mills employ altogether about 500 hands, and the monthly pay roll amounts to about \$35,000. Their lumber cut will this year be about 50,000,000 feet. The business of this company is largely with the west, the supplies of lumber of the province of Manitoba and the adjacent territories being almost wholly

drawn from this point. Their logs all come from the great lake and river country to the south.

Another industry, from which in the past Rat Portage has drawn considerable of an income, is the mining, but this is as yet only in the initial stages its of development. It is treated on at length in another portion of this number, and will not therefore betaken up further now.

Any consideration of the condition and prospects of Rat Portage which failed to notice the summer resort business would be very incomplete, although these belong more properly to the district as a whole than to the town itself. It is several years now since the first indications were given that it was to be something more than an industrial town, as several families of people attracted by the wonderful beauty of the lake scenery came to the town in midsummer to spend a short holiday. The attractions of Coney Island, which lies right in front of the town, as a camping ground soon engaged the attention of the visitors as they returned year after year in increasing numbers, and many parties of them began annually to form camps on that island. To-day Winnipeggers and people from the towns and villages and country places of Manitoba go to Rat Portage in hundreds every summer in search of health and pleasure and in future years they will be found there not in hundreds but in thousands. This camping business, of course, brings trade to the town and for that reason must be considered in an article of this kind. The hotels especially draw a large share of each year's business from this source.

In March 1891, the difficulty between the Dominion Government and the province of Ontario, as to which controlled the district in which Rat Portage is situated, being settled, the citizens then took proceedings to secure its incorporation as a town. When its charter had been procured a town council was elected, composed of the following gentlemen: Mayor, Mr. Archie Campbell; councillors, Davies, Nash, Savage, Cameron, Belyea and Oliver. A group photo-engraving is given in this number of this first council. At the last local election, Mayor Campbell and councillor Oliver retired, Mr. Savage was elected mayor, and Messrs. Johnston and Margach were elected to the vacancies in the council. The Rat Portage board of trade was formed in the year 1888.

There are many other ways in which we could look at the town of Rat Portage under this head and interest the general reader but what has already been said is enough to show the importance of the place. Those who have had their interest in it awakened by anything that has been said in this or by anything that has been said in any part of this number, should make it a point to

see the place for themselves if they have not already done so, in the summer time when it is looking its best and no matter in what direction their interest may lie, whether in the line of investment or business or pleasure, they will find that it bears out all that has been said about it and they will be distinctly benefited by their visit whether they have sought information, health or profit. As a commercial, industrial and manufacturing centre Rat Portage will before long reach a position of no mean importance, while as a summer resort it is already the Saratoga of the West.

KEEWATIN.

THREE miles and a half west of Rat Portage proper, or a mile and a half west of the suburb of Rat Portage, known as Norman, is the thriving town of Keewatin, named after the great district of which this whole neighborhood was once a part, and nestling among the rocks which form the barrier between Keewatin Bay and the Winnipeg River, this town has certainly many features to attract the attention of visitors. As has been said in the part of this number which describes Rat Portage, that was the original name given to this place, but when the C. P. R. contractors moved their camps east to where Rat Portage now is situated they took the name with them, consequently when a name was again wanted for this site a new one had to be provided. The town is somewhat scattered in its appearance, one part of it lying on the south side of the bay and the other part on the north side. The site is a somewhat rugged one, huge rolling piles of rock interfering in some places with the symmetry of the streets and properties and making it difficult to lay sidewalks or make roads. Anything that may be lost in this way, however, is more than made up for by the beauty and picturesqueness of the situation.

Keewatin has existed as a town for perhaps ten or a dozen years, showing a slow but steady growth during all that time. Although it is not yet incorporated it long ago reached a stage in its development when that step would have been justified, and it is now much larger than many places both in the east and west which legally call themselves towns. The population of Keewatin municipality, according to the best estimates, is about 1,600 people. The total number of places of business in the town is 20. This number is made up of general stores, drug stores, butcher shops, liquor stores, hotels, mills, work shops, &c., and embraces representatives of all the lines of business necessary in such a place. A branch of the bank of Ottawa is established in the town.

Like its sister town further east Keewatin depends and has always largely depended upon the lumbering industry for its existence. There are in the town two large mills, only one of which has, however, been running this summer. These are the Dick & Banning mill, which is now controlled by the Lumber Association, and which is the one which has not been running, and the mill owned and operated by the well known Keewatin Lumber Company, and managed by Messrs. R. A. and D. L. Mather, sons of Mr. John Mather, the founder of the huge industry. When the Dick & Banning mill was in operation, the annual output of lumber from Keewatin was between twenty and twenty-five million feet yearly, but since it has been shut down there is only the output of the Keewatin mill to account for, this amounts to about ten and a half to eleven million feet. The number of hands employed in the mill is about 150. It is operated solely by water power, there need never be any fire around the place, and this adds greatly to the safety of the mill. With the water power it can easily be operated in the winter—all winter if necessary. An excellent view of the mill and lumber yard as a visitor sees it coming into the town from the east is shown among the illustrations in this number, and also views of the dwelling houses of the two resident managers, Messrs. R. A. and D. L. Mather.

Another institution which has added greatly to the progress, influence and fame of Keewatin is the flour mill of the Lake of the Woods Milling Company. This was established here that advantage might be taken of the magnificent water-power facilities which the site affords and is considered to be one of the finest flour mills in America. It is described more fully in another part of this number.

One of the most remarkable features of the Keewatin town site is the splendid water-power facilities which it affords. The difference between the level of the lake and the level of the Winnipeg river which after making its tumultuous exit from the lake near Rat Portage turns and flows parallel with the lake and past the town of Keewatin continuing near the lake for several miles but 18 to 25 feet lower in level. At Keewatin the thickness of the rock wall which divides the lake from the river is only a few dozen yards in some places and by cutting through this power can be secured enough to drive any number of mills. Considering then the ease with which this magnificent water-power can be brought into use it is not too much to expect that some day there will be assembled here great flour mills grinding the wheat from the vast prairies of Manitoba and the Western Territories, lumber mills sawing the logs gathered from the wooded regions surrounding the Lake of the Woods and perhaps stamp mills crushing the ores from the mines of this whole

district. The great size of the lake prevents the possibility of a freshet or scarcity of water even if there were a hundred mills.

Keewatin is not by any means devoid of attractions as a place suitable for summer resort in addition to its other advantages. The appearance of the place is very enticing, the beauty of the bay, the rugged grandeur of the rocks and the rustic beauty of the whole site gives it just the character that a tired and worn-out city man would look for in a holidaying and resting place. Convenient to the town there is a splendid bathing beach, where the lovers of that health-giving exercise can indulge in it to their heart's content at any and all times. The bay affords a splendid place for boating, from which, if it is desired the lake can be easily reached in a few minutes, and no matter how stormy it may be out on the lake this bay is always calm and peaceful. The townsite of Keewatin is owned by a company, which is managed by the Messrs Mather and a beautiful location for a summer residence on the outskirts of the town can be purchased for less money than a city man of small business standing would spend on one year's summer holiday. Assuredly the time is not far distant when these residential sites will be held for a much higher figure.

From what has been said in this description of Keewatin something may be gathered of the character and prospects of the place. Under the able management of such men as those who compose the present municipal council the immediate and future affairs of the town are sure to be well looked after, while with such unusual advantages as its waterpower and scenic attractions, its future, from both an industrial and recreative standpoint, is more than assured.

STEAMBOATS.

ALTHOUGH there are as yet none of the floating palaces on the Lake of the Woods, such as are to be found on Lakes Superior, Michigan, Huron, Erie and Ontario, there are a number of comfortable excursion craft, and these are safe boats to sail in. Safety more than luxury has been the guiding principle in the construction of steam craft on the Lake of the Woods.

Employed in the lumber trade are a number of powerful boats of considerable tonnage, such as the Empress, the Mary Hatch, the Couchiching and the D. L. Mather. Then there are the smaller craft, the Keewatin and the Cruiser in connection with the same trade. The Highland Maid and the Shamrock are the names of boats plying with freight and pas-



KEEWATIN BAY.



THE LAKE OF THE WOODS MILL, KEEWATIN.

Engraved from photo, by Wright of Rat Portage.



WESTERN LUMBER CO'S MILLS.

MINNESOTA AND ONTARIO MILLS.

Engraved from Photo by Wright of Rat Portage

CAMERON & KENNEDY'S MILLS

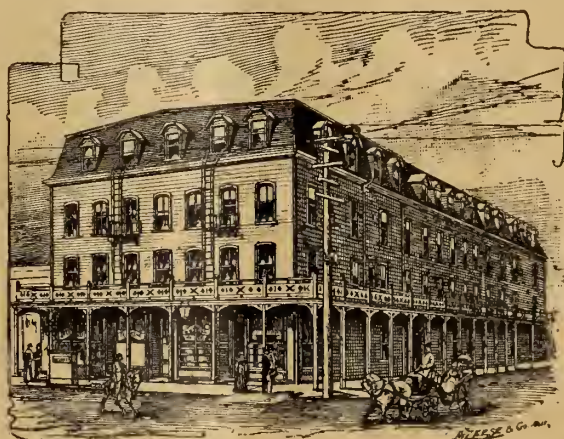
sengers between Rat Portage and Fort Francis on the Rainy River, some one hundred and sixty miles apart. Then there is the Kennina, a beautiful and swift little boat which plies as ferry between Rat Portage and Keewatin, and the Beaver, a boat of similar size. Most of the excursion work has been done heretofore by the Highland Maid and the Shamrock, with the Kennina called in for small parties or as an auxiliary with large parties. On one of the illustrations will be seen the Empress and the Couching with a barge between, just as they are about to start on an excursion and pic-nic of the lumber mills employes of Rat Portage. On the same page are illustrations of the D. L. Mather, the Cruiser and the Kennina, which give an idea of the style of boat that have been used up to the present time, but which must soon give way to a class of swifter, more luxuriously fitted up and probably larger but by no means safer excursion craft.

The most recent and the most valuable addition to the fleet of steam craft on the lake is the new side-wheeler "Monarch," built more specially for the route to Fort Francis, but well adapted for large excursion parties over the lake. This fine new boat has only been completed, and made her first trip to the port named during the third week of August. She is owned by Capt. Mosher and an English capitalist, a Mr. Durham, who visited the Lake of the Woods, the Rainy River, and other parts around there during the summer of 1892, and then conceived the idea of a really first-class boat to put on the route between Rat Portage and Fort Francis. Heretofore the trip from one of these ports to the other in either the Highland Maid or the Shamrock meant from 24 to 28 hours of a sail, and a weary work in warping the boat over the rapids on the Rainy River. Mr. Durham on his first trip saw where a boat with power enough, and light enough draft of water to steam up against those rapids would be not only a great improvement but a paying investment. On his return to Rat Portage he entered into an arrangement with Capt. Mosher, and the contract for the building and fitting up of the "Monarch" was soon afterwards let. She was built at Fort Francis, the hull brought down to Rat Portage, and her engines, boilers and other details of fitting up attended to there.

The "Monarch" is as stated a side wheel boat, with boilers and compound engines capable of working up to 100 h.p. She is constructed with saloon on deck, and has stateroom accommodation for about 40 passengers, the sleeping, dining and other arrangements being of the newest and most perfect pattern. She will be able to carry nearly 200 tons of cargo, and when thus loaded draw less than four

feet of water. She can be propelled at a speed of fifteen miles an hour, so that she can steam up the swiftest of the Rainy River rapids, and can, in the summer time, make the trip from Rat Portage to Fort Francis, a distance of about 160 miles, all during daylight, so that her passengers can enjoy the matchless scenery which can be seen on this route. This boat will undoubtedly make the Rainy River and Lake popular resorts, from which they have been kept owing to the poor means of transportation heretofore available to and from these localities.

The "Monarch" is the first of the swift modern style of boats placed upon the Lake of the Woods, but before seven years pass she will be only one among a large number, if she is then plying. She is somewhat of a compromise between the heavy cargo boat and the light built passenger steamer. She possesses all the strength and sea worthiness of the former, and while she has all the speed, she has none of the elements of unsafety too common among the latter. We regret that she was not completed in time to have an engraving of her in this work.



RUSSELL HOUSE, RAT PORTAGE.

WATER POWER.

NATURE has placed water power almost unlimited around Rat Portage, Norman and Keewatin, and the power available is steady the whole year round. These towns lay along the narrow neck of land dividing the Lake of the Woods from the Winnipeg River, and the river flows for several miles parallel almost with the lake, only at a limit varying from 17 to 24 feet lower. The first volume of water breaks over this narrow barrier at the western limit of Rat Portage, where the power house of the Electric Light Company is now located, and is utilized as yet for no other purpose. The

second volume rushes over the falls into the river a little over a mile further west near the suburb of Norman, and is owned and controlled although not utilized by the Ontario and Western Lumber Association. Further west still the waters of the lake once more break over the barrier, rushing from Keewatin Bay into the river below. The power at this point has been utilized for some time by the Keewatin Lumber Company's mills, the lumber mills of Messrs. Diek & Banning, and the Lake of the Woods flour mills. The whole lake serves as a reservoir of supply, so that there need never be any fears about any decrease in level or flood, which would in any way interfere with the operations of industrial institutions located at any of the three falls. The only real difficulty, in the case of a multiplicity of mills, would be the securing of proper sites for such mills at points where the power could be conveniently utilized, so narrow are the gorges, and so uneven and rocky the ground around the different falls, and the first and second in particular.

A company has been formed and power secured, which would meet all the difficulty in the distribution of water power above referred to. The channel of the first forms an eastern, that of the second a western, the lake a southern and the channel of the river below a northern boundary to what is known as Tunnel Island, so called because of the tunnel through which the main line of the Canadian Pacific railway passes, being located on that island. The company have powers to cut a mill race along the shore of this island, where there is quite an area of level land, on which mills could be located, and could utilize the water power from this race. The company has an authorized capital of one million dollars, and embraces in its composition some of the most wealthy mill owners of the district.

This project if carried out in full would secure a water power of over forty thousand horse, and for many reasons would be the finest on the American continent. When it is taken into consideration that the power would be almost seven times as large as that of the Saint Anthony falls at Minneapolis, some idea of the facilities for locating a huge industrial centre can be had. At present there is no immediate call for this great power, nearly all of which is running to waste. If, however, the progress of hard wheat culture over the prairies of Manitoba and the territories of the Northwest progresses during the next twenty years in the same proportion as it has during the past ten, flouring mills capable of producing thousands upon thousands of barrels of flour daily will be constructed there, and utilizing the water power now going to waste. Should gold mining on the lake make any rapid progress in the near future, quite a share of this power will be

wanted for ore milling purposes. It is beyond a question, that in this power there is one of the greatest sources of future wealth to be found in Canada.



DREWRY'S HOTEL, RAT PORTAGE.

THE LAKE OF THE WOODS MILL.

SO many of the songs and little poems of our youth are about the mill, and so frequent is the institution mentioned in rural romance, that we cannot help associating the wheat grinding institution with something rural or romantic. Of course this is with the mill of our fathers with its high over-shot wheel outside the building, and the unceasing clatter of the hopper within. The modern mill with its roller process machinery is a totally different institution, and one about which there can be but few romantic associations.

The Lake of the Woods mill, an illustration of which is given in this number, is one of the most modern of flouring mills, and is the largest in Canada, and one of the most perfectly constructed and fitted up in the world. There are no romantic associations around it, unless that it is located in the beautiful district in which it is, and its site on the narrow neck of land between Keewatin Bay and the Winnipeg River is certainly one which any poet might select, as a sequestered spot in which to dream. But the sight of the massive stone mill, and the adjacent huge grain elevators, with their 700,000 bushels capacity are too ponderous for poetry, and too huge for romance.

This mill has a capacity of 2,000 barrels a day, and its products are famed for their superior quality all over Canada as well as in European markets. Standing as the institution does on this narrow neck of land, with the waters of the lake ranging from 17 to 20 feet above the level of the river below, the water power by which the machinery of the mill is driven is practically unlimited. Inside the building every detail of the machinery is of the most modern and improved type. A view of the first floor above the ground level, with its long rows of roller mills at work, is one not soon to be forgotten by any person who has a taste for the mechanical. Besides the mill and the two elevators, there is a cooper's shop in connection with the institution for the manufacture of the barrels used by the company in shipping their flour to the Maritime Provinces and to Europe.

Located as this mill is on the line of the C. P. R. from the prairie country to the east, its manufactures are distributed nearly all in the east and in Europe. To handle the trade of the prairie country, British Columbia and Eastern Asia, and avoid the folly of "carrying coals back to Newcastle," the company purchased a mill at Portage la Prairie in Manitoba, overhauled it, re-fitted it with new machinery and more than doubled its capacity, raising it to 800 barrels a day. To keep both of those mills running at full capacity would require over 12,000 bushels of wheat a day, from which fact some further idea of the magnitude of the company's business can be had.

This company have their eastern offices in the new Board of Trade building at Montreal, where Mr. Robert Meighen, the President, and Mr. W. A. Hastings, the Manager, attend to the eastern and export business. Mr. Geo. V. Hastings, who has heretofore resided at Keewatin, is the mechanical superintendent, and has on his hands the work of looking after the construction and repair of all mills, elevators, and other institutions belonging to the company. Mr. S. A. McGaw, who is located at the company's offices in Winnipeg, looks after all the grain buying and shipping arrangements of the concern. The company have in the neighborhood of a dozen receiving elevators at leading grain points in Manitoba and the Northwest Territories, besides a number of warehouses at less important points. Under the management of these gentlemen the business of the company has been a success even in years of the most trying market depression. This institution is undoubtedly one of the most prominent industrial concerns on the Lake of the Woods, and as it runs almost day and night during winter, when lumbering is at a standstill, it causes a liveliness and circulation of money then, which in a great measure breaks up the monotony of the cold winter.

MINING ON THE LAKE.

FOR over twenty years it has been the opinion of many who might be considered competent judges, that the rocks on the islands and mainland around the Lake of the Woods contained numerous auriferous veins, which the prospector, the miner and the capitalist would in time develop into a number of profitable gold mines. We say for over twenty years, for explorers and prospectors had picked up as early as 1872, pieces of rock containing proportions of free gold visible to the naked eye, and in a few instances small nuggets, bedded in the rock have been picked up.

It seems that all over the world, a gold producing region, when it is first discovered, is sure to be in more or less of an inaccessible locality, and the Lake of the Woods gold region was no exception to the rule. Up to the year 1881, no railway communication from the centres of civilization reached the shores of the Lake of the Woods, from either the Canadian or the United States side, although from 1875, steamboats from the northwest angle on the United States side made trips over a large portion of the navigable portion of the lake. These boats were, however, engaged in lumbering or in the construction of the Canadian Pacific Railway, and no mining effort was for many years made, backed by sufficient resources to employ steam navigation in connection therewith.

The visitor to the lake, if he will only view in passing there by rail the terrible cuts through rock, dumps over almost bottomless swamps and muskegs, bridges and trestles over gorges, chasms and deep valleys and tunnels through hills impossible to be climbed by the locomotive, will have some idea of how truly inaccessible the Lake of the Woods was, before millions were expended in successfully opening up the country by railway construction. Before the advent of the iron horse, the only attempts at opening up the gold bearing resources of the lake were made by the mining prospector with his pick, his canoe or boat, and if he could afford it, his Indian guide. The perseverance of some of those early prospectors, and the labor and privations that fell to their lots in their lonely wanderings, furnish records of indomitable courage, will power and endurance, which will compare favorably with those of the first explorers and pioneers of the early part of the eighteenth century. It was not, therefore, until the Canadian Pacific Railway construction neared the shores of the lake in 1880, that any effort beyond that made by the lonely prospector was possible, and not until regular communication was opened in 1881, did the usual swarm of gold hunters enter the

lake country, and commence their wanderings and search along its shores and among its islands.

It might reasonably be expected, that with railway communication into the heart of the gold bearing district of the Lake of the Woods, mining progress would have made rapid strides during the past decade. But people who were sanguine upon this point were doomed to disappointment. A combination of circumstances effectually blocked any real progress, and until about three years ago the only evidences of any mining movement around the lake was the presence in numbers of that personage, the successful mining prospector, who is ever ready to open the doorway to millions to the capitalist with a few thousand dollars, and open the door on the ground floor too.

It would be harsh as well as unjust to rate all men of the above class as frauds or scheming loafers, for many of them had expended their resources and earnings for several years in their search for gold, as well as having endured much hardship and privation in their wanderings. Besides, not a few of them had discovered and located gold bearing claims, which the experience of the past three years have shown to be very valuable properties. Even these adventurous spirits, irresponsible as they were in many instances, were made, along with outsiders of a speculative inclination, dupes of a lot of unprincipled speculators, mostly from the city of Winnipeg, and nearly all from that freebooter gang who figured prominently in the great Manitoba real estate boom, which collapsed in the beginning of 1882. Not a few of those reckless and unprincipled gamblers were members of Provincial or Dominion Parliaments, and a small number wore the title of Honorable, a title which has been so disgraced and bedraggled by many Canadian politicians during the past twenty years that a scrub pig, in a pound for depredating, might be ashamed to wear it. Companies were chartered and stock sold by organizations headed by such men in mines which existed only in the prospector's location, and a title to which could not be obtained, even if a valid claim were made, and in some instances these companies had no right to any title to the claims they pretended to own. As might be expected, such companies, organized with the one view, namely, of selling their stock to dupes, soon went to pieces and left among their dupes many a poorer and wiser man. Such action was the means of preventing capital from coming to aid mining development, and many men of stamina and some means got thoroughly disgusted with Lake of the Woods mining, and withdrew from the field altogether, although they had shown quite a little interest, and were prepared to invest considerable means in its development.

In all new countries politicians are as a rule a dead load on real progress. If a party in power makes any progressive move, it is sure to be bitterly opposed by those in opposition. On the other hand, any such move by the party in opposition is almost certain to be retarded, if not blocked, by the party in power. In short, Canadian political parties now contend for the interests of party, not for those of the country, and if they do inaugurate or support any progressive measure, it is because such progress and the interests of party run in the same groove. Politicians are therefore no friends of true progress.

In connection with gold mining on the Lake of the Woods, the greatest opposition to progress has come from the jealousy and contention of politicians. Every intelligent person is familiar with the long struggle between politicians of one school who controlled Dominion affairs, and those of another school, who controlled the affairs of the Province of Ontario. Each claimed the right of administration of affairs in the territory from Lake Superior westward to the Whitemouth River, or within forty miles of the Manitoba boundary. During all this long struggle it was impossible to obtain a crown title to any mining lands on the Lake of the Woods, and until the Imperial Privy Council decided the matter in favor of the Province of Ontario, some three years ago, no titles were granted. Since then the claims of every just claimant to mining locations have been met by the prompt granting of a clear title just as soon as the Provincial Government could overtake the work. The number of patents granted for mining lands up to the present date are now legion, and while many are doubtless valueless, quite a large number promise to be valuable possessions to their owners.

Since the granting of patents began work in the real development of gold mining has gone on in earnest, and there are a score or more locations on which investments of from a few hundred to a few score thousand of dollars have been expended in the direction of development. In the Lake of the Woods, as in other mining countries, all the work done has not been wisely directed, and some are realizing that they have spent their money in vain. On the other hand, some have expended money and work wisely, and as a result have begun to reap a good return.

Among the mines of the Lake of the Woods where intelligent investment and work have been most liberally expended is the Sultana Mine, located about nine or ten miles southeast of Rat Portage. Mr. J. F. Caldwell is the sole proprietor of this mine, and since he commenced operations there, he has silently, and without consulting any outsider, pushed forward the work of development. Being a practical chemist by profession, he has carefully studied out different methods of treating the ore taken from this mine,

and has now reached very satisfactory results. He has taken out several hundreds of tons of ore, a large portion of which he has milled right on the ground, and extracted the gold therefrom, which has been shipped from time to time to the mint at New York. After the work of concentrating he has shipped quantities of his ore to centres in America and Europe, where it could be more carefully treated than he could with his stamping mill. In this, and in other ways, he gradually discovered what he thought the best process for treating the ore of the Sultana Mine, and decided upon the Cyanide process. He has accordingly secured a full outfit for treating by that process, and with his former mill he carries on the work of concentrating and preparing for the Cyanide treatment.

At the Sultana, Mr. Caldwell has sunk two shafts and followed three drifts, and in all five places he has struck pay rock in abundance. Work is going on steadily at the mine, and with results of the most satisfactory character. Mr. Caldwell did not state, nor were we inquisitive to ask, the product in gold of the mine for any given time, but we learned that he had taken out quite a few thousand dollars worth; that the mine was now paying him liberally on all the funds he had invested therein; and that it was not for sale, as it was now down to the position of a paying industry, and as he was still comparatively a young man, and had no desire to retire from business, he felt as much at home at the head of a mining industry as at the head of a business in any other field.

Altogether Mr. Caldwell has done more at the Sultana mine for the real development of gold mining on the Lake of the Woods, than any other man engaged therein, and it is satisfactory to know that his efforts are proving profitable.

At the Gold Hill Mine some sixteen to eighteen miles southeast of Rat Portage, mining operations of an extensive character have been carried on during the past two years, under the management of Colonel Burdette, one of a syndicate of Minneapolis capitalists, who own this mine. Some of the members of this syndicate are veteran gold miners who have had experience in California, Montana and Colorado, and consequently work at the Gold Hill has been pushed along with intelligence and vigor, and latterly with profitable results. At present an additional outfit of machinery is being added to that already located at this mine, and in a few weeks work will be pushed with even greater vigor than in the past. The proprietors are now satisfied that they have a large vein of ore, which is not refractory, but can be easily and cheaply milled.

A number of other mines could be instanced, at

which thousands of dollars have been expended in development, and where paying results have been reached. The two above named are sufficient however, as they demonstrate clearly that gold mining in many of the locations in the Lake of the Woods can be made profitable in any instance, when the expenditure and work is directed with intelligence and a knowledge of mining.

The trouble with the gold bearing rocks of the lake has not been that they did not contain a large enough proportion of the precious metal, but that the process of extracting it from the rock has been so far a matter of experiment only in many instances. Most of the ore is undoubtedly refractory, and cannot be treated in the primitive methods so common even among miners who are lacking scientific knowledge. All the ore is not refractory, however, and hundreds of tons of high grade, free milling ore have been taken from the different mines on the lake. Still, mining will not develop with the rapidity it ought to display, until a very large number of



RAT PORTAGE CITY COUNCIL.

the gold bearing veins are handled and studied in a practical and scientific manner, in order to discover the most economical method for their working. There is no trouble about securing a high and an honest assay of ore from scores of locations, but the study of economy in the treatment is the vital point. That some cheap method of treating the refractory ores, to be found in such abundance

around the lake, will be discovered in the very near future is a matter beyond doubt. Once that method is discovered scores of locations now lying idle will be worked, and mining as an industry will become one of the great powers in building up the Lake of the Woods country.

There is no reason why gold mining on the Lake of the Woods should not, within a very few years, assume large proportions. The day of rascally speculation and fraudulent stock peddling is past. The day of uncertainty as to titles to locations is also past and gone. The day when trouble with the treatment of refractory ores will be over cannot be far distant, and once that is reached, it only requires capital, and not in huge accumulations either, to set scores of mines at work, nearly all of which will prove sources of wealth to their owners, and will give employment to thousands of industrious workmen all over the lake.

BUSINESS PLACES OF RAT PORTAGE.

AS it is expected that a large number of those who read this special number of THE COLONIST will next year be found among the campers or summer residents at the Lake of the Woods it has been thought well to subjoin to the descriptions given herein of its multifarious attractions a list of the leading dealers in the various lines of goods which a camper might be in need of while sojourning at the lake. This list may not contain the name of every responsible storekeeper in Rat Portage—it does not aim to be a complete directory,—but it does contain the names of representatives in each line of business, and will, therefore, it is hoped, be of considerable value to any who may be called upon to reside or visit for even only a short time in the town.

The list is as follows:—

John Gardner & Co., general storekeepers. This business was established first in 1874 at Fort Francis, but was in 1876 removed to this place. It was then owned by Mr. Frank Gardner, a brother of the present proprietor. In 1882 the business was transferred to the present owner, and has continued his ever since. A very large Rainy River trade is done from this store.

Baker & Co., general storekeepers. This business was established in 1879 by Mr. Baker. The store, building and stock were destroyed by fire in 1885. The business now is large, and a good and well-assorted stock is carried.

The Hudson's Bay Company, general traders. No mention is necessary of the business of this company.

The post is of course an old one of the company's, and one to which a good deal of attention has been paid. A handsome stone building has been provided. Mr. Bunn, the manager, is an old timer here, and may be relied upon to look carefully after any business that may be entrusted to him for the company.

T. Ptolemy & Co., general storekeepers. This is one of the newest establishments in the town. The stock is one which was brought here from the town of Oxbow, in southwestern Manitoba in June last. The store is on Second street. Mr. Ptolemy is an old Winnipegger, and is well known in various parts of the west.

McKay & Co., dry goods, clothing, boots and shoes, etc. This firm bought out the stock of Mr. A. Carmichael about twelve months ago and has since continued the business on the old lines. The store is large and well appointed, the service being fully as good as any in the cities; Mr. McKay gives his personal attention to the management.

White & Manahan, clothing, gents' furnishings, etc. This is a branch of the White & Manahan business in Winnipeg. The store has been established here ten years, and is under the management of Mr. R. J. Sharpe.

Ferrier & Co., tailoring, ready-made clothing, gents' furnishings, etc. This firm bought out the business of C. C. Rance a little over a year ago, and has carried it on as above ever since. The establishment is fully up to those of similar character in Winnipeg.

J. J. Shragge & Son, clothing, gents' furnishings, etc. This business was established in May last under the management of Mr. A. Shragge, formerly of British Columbia.

Campbell & Co., groceries and provisions. Mr. F. A. Campbell, the proprietor and manager of this business, commenced it in May last, when he bought out the stock of J. L. Brown. The store is large and well stocked, and will compare more than favorably with many city stores.

Jacob Hase, hardware. This is one of the oldest establishments in the town, business having been first commenced in 1879. It has gradually grown and expanded until it is now one of the best hardware businesses in the west. A branch store was established some years ago at Keewatin.

James Robertson & Co., hardware. About four and a half years ago this firm took over this business from its old proprietor. A good trade is now being done and the stock and arrangement of the store are first-class.

M. Nicholson, tailoring and gent's furnishings. This gentleman established himself here some ten or eleven years ago and has continued in business ever since. He carries a fine stock of all goods in his line.

Bishop & Co., groceries and provisions. This firm a short time ago bought out the business formerly owned by W. A. MacLeod. They carry a large stock of china, glassware, crockery, etc., in addition to their regular grocery stock. They are about to remove into a solid brick store newly erected for their use. In addition to the business done in the town, they do a large trade up and down the C. P. R. line, with the various mines and in the Rainy River district. They make a specialty of campers' supplies.

D. McMurphy, groceries, etc. This business is but newly established. The store is on Matheson street near the railway station.

A. S. Horswill, groceries, gents' furnishings, boots and shoes, etc. It is now six years since this business was established. This summer it was moved into a new building put up specially for this purpose by the proprietor. The business is one of the best in Rat Portage.

C. & J. Dahm, groceries, etc. This business was established two years ago and is now on a very satisfactory footing. The stand is on the corner of Main and Second streets.

A. D. MacDonald, baker. Ten years ago Mr. MacDonald established himself here in this business and has continued in it ever since. In 1885 he was burned out and suffered a severe loss by the fire but is now on a good footing again. He purposes adding confectionery shortly.

J. F. Philben, fruits and confectionery and baker. This business dates from 1880, in which year it was established by Mr. Philben.

F. Hemmings & Co., fruits and confectionery, tobaccos, etc. This business has altogether been running about six years. In March last fire swept the entire stock away, but it is now established again and in good shape.

The Misses Bohn conduct a fruit and confectionery and restaurant business, which is one of the features of the town. This was started last spring.

H. Epstein, fruit and confectionery. This store was opened three months ago.

A. E. Caslake, fruits and confectionery. This business was established in March last in the present store. It had been in existence before that but was

burned out in the fire of that month. This business is one of the largest in its line in the town.

Arnold's Harness Shop. This place was opened in October, 1892. A general stock of harness is carried, and harness making is carried on.

J. W. Humble, liquors and cigars. Mr. Humble opened out this business in 1886. His store is a large one and his stock very complete. A considerable quantity of the liquors he imports direct, and in every way a first-class business is done.

Jas. Courtney, liquors and cigars. This business has been running about two years, and is carried on in a large and well-appointed store.

W. D. Coate, drugs and fancy goods. Mr. Coate commenced this business in 1880, and has been carrying it on ever since.

Canniff & Johnson, drugs and fancy goods. In the year 1891 Mr. Canniff opened out in this business, and has continued since that time. Mr. Johnson was only lately taken in as a partner.

C. A. Campbell, books, stationery and fancy goods. This is one of the principal stores in Rat Portage. Mr. Campbell established himself in the business a number of years ago, and it has been expanding and increasing ever since. In addition to attending to this business he finds time to engage in numerous public duties, being Mayor of the town during the year 1892.

The "K" Furniture Company deals in furniture and house fittings. It is incorporated under the laws of Ontario, and is under the management of Mr. Geo. Barnes.

D. T. Ferguson, watchmaker and jeweller. This is one of the pioneer establishments of Rat Portage. Mr. Ferguson opened it first in 1882. The store is a large one, and the stock very complete.

Rioch & Co., watchmakers and jewellers. This business, under the guidance of Mr. Rioch, has assumed large proportions, and ranks as one of the first in the place. The appointments of the store are equal to those of many city establishments.

H. Wright, photographer. Six years ago Mr. Wright commenced in this line in Rat Portage. He has now a fine gallery, well supplied with the latest photographic apparatus, and his business in both views and portraits must yield a very nice yearly income.

G. A. Kobold, butcher. Mr. Kobold was among the very first to establish in business in Rat Portage. The date of his opening was 1880. He does a good business, which is yearly increasing.

A. Gibson, butcher, etc. This is a branch of the well known Gibson store in Winnipeg, and is managed by a brother of Mr. Gibson. Mention of this fact should be enough to recommend it to intending buyers.

Charlie Moore, mining agent, etc. Mr. Moore has long been a figure in the Rat Portage mining business. He owns several good properties himself in this district and is always ready to give information or assistance to inquirers after mining property.

C. N. Stirling, boat livery. At the boat house of this gentleman there is a fleet of five sailing skiffs, ten canvas and twenty-four row boats, any of which can be secured for any length of time at a moderate rental. Next year he intends to put in two electric launches.

Imperial Bank. The branch of this bank which is now open here was established in April, 1891. Mr. Weir is now the manager.

George Philips carries on quite an extensive business as a machinist, and has a good patronage in the general repair of steam craft on the lake. Last year he added to his facilities a ship railway or slip, on which the heaviest boats on the lake can be hauled up high and dry, and repairs made on them.

Botterell & Co. carry on a boot and shoe business, and keep a large and well selected stock of every class of footwear.

BUSINESS PLACES IN KEEWATIN.

Harry Burton has carried on a wholesale butcher business here for a number of years, and in addition to his local trade does quite a business in shipping to small points along the line of the C.P.R.

W. D. Coate carries on a drug business, to which he adds that of news vendor and dealer in books and stationery.

George Drewry has a branch of his Rat Portage house here, and does quite a trade in wholesale and family wine and liquor business.

Jacob Hose has a branch of his hardware business, and carries quite a large and varied stock. Mr.

Carson manages the branch, and is locally quite popular.

The Hudson's Bay Company have a branch store here under the management of Mr. Shaw, and as usual carry a stock of almost every class of merchandise.

Mr. S. Hunter embarked during the present year in a general store business, and is securing a goodly share of the local business.

L. A. H. Leullier carries on a general store business, and occupies premises large enough for a leading city store. He handles groceries, dry goods, boots and shoes, china, glass and crockery ware and several other lines of goods.

J. Stinson carries on a business in confectionery, fruit, cigars and tobaccos, and a general restaurant.

These institutions are supplemented by others of less prominence, making quite a little business centre.

Of course the town depends mainly on the lumber and flour mills, which gives it its life and activity; but it must soon become a popular summer resort also.

The mills lately operated by Messrs. Dick & Banning are shut down this season, but still the town is lively. Even from Mr. E. Newell the general manager of these mills and Reeve of the Municipality we could obtain no information as to when the mills would again commence operations.

FROM THE PUBLISHERS.

With these business notes we close our record of Lake of the Woods affairs, and in so doing we feel satisfied that those who have aided us in the getting out of this work, will not regret what they have done. We tender our hearty thanks not only to those who have aided us financially, but also to those who have so freely furnished the information which enabled us to compile the work.

Respectfully,

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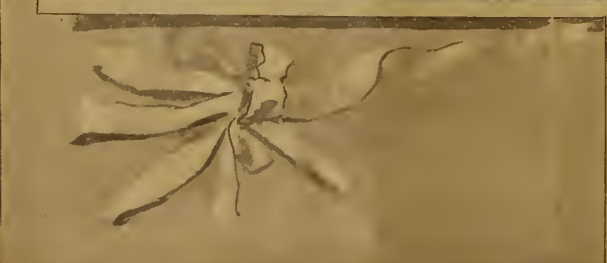
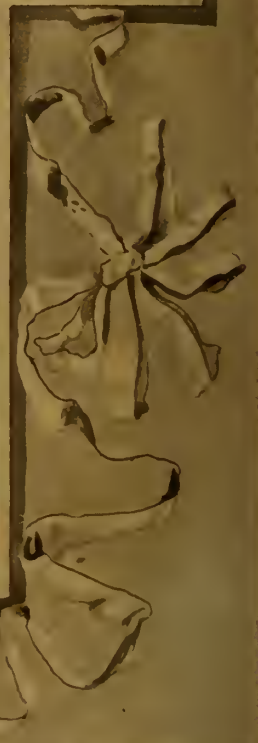
KEEWATIN LUMBER MILLS, KEEWATIN.



SUMMER RESIDENCE OF JOHN MATHER.

RESIDENCE OF D. L. MATHER.

RESIDENCE OF R. A. MATHER.



EMPRESS.

KENINA.

LAKE OF THE WOODS STEAMBOATS.

EMPRESS AND COUCHACHING,
With Barge between at Lumbermen's Picnic.

CRUISER.

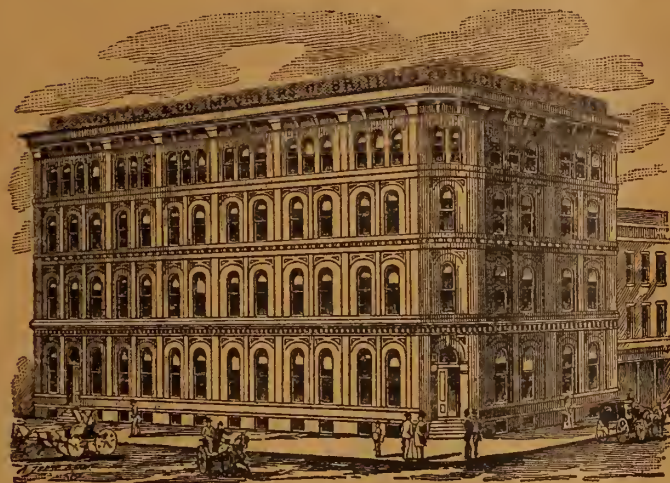
D. L. MATHER.

Engraved from Photo by Wright of Rat Portage.

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