

1881.

A RELIABLE GUIDE
FOR
SETTLERS, TRAVELLERS & INVESTORS
IN THE
CITY OF WINNIPEG,



MANITOBA

AND THE
NEW
NORTH-WEST.

PLACES AND DISTANCES. WHAT THE COUNTRY IS. SOIL.
CLIMATE. COST OF FARMING. RAISING CROPS. WHERE
THE BEST LANDS ARE & PRICE. GOVERNMENT.
RAILROAD AND HUDSON BAY SECTIONS.
LATEST INFORMATION ABOUT THE NEW

LY FOR "PASSAGE TICKET",
AND TRAVELLER, &c., &c., &c.
REVISED BY G. H. WYATT, TORONTO, CANADA.
PITT & SCOTT, AGENTS
ST. PAUL'S CHURCHYARD

LONDON, E.C.



WINNIPEG
IRONMONGERY ESTABLISHMENT,
OF
HORSMAN AND COMPANY,

Have a Large Stock of **HARDWARE** for the supply of
Farmers, Mechanics, Sportsmen and Others.

The following are a few of the Leading Lines:—

House Furnishings.	Carpenters' Tools.	Sportsmen.
Cooking Stoves.	Planes.	Gun and Rifle Powder.
Heating Stoves.	Ploughs.	Diamond Grain „
Coal Stoves.	Hand Saws.	Chilled Shot.
Knives and Forks.	Tennant Saws.	Gun Caps.
Spoons, Cruets.	Chisels.	Wadding.
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Smoothing Irons.	Auger Bits.	Shells.
Wringing Machines.	Files.	Guns of finest makes.
Washing Machines.	Levels.	Revolvers,
Iron Pumps for Cisterns & Deep Wells.	Morticing Machines, of our own manufacture.	&c.

Settlers should not fail to inspect the Large Stocks of
HORSMAN AND COMPANY,
233, Main Street,

(Opposite Notre Dame),

WINNIPEG,

MANITOBA.

A. P. HORSMAN.
JAMES A. SMART.

1881.

NOTICE.

1881.

THE
WINNIPEG AND WESTERN
TRANSPORTATION COMPANY
(LIMITED),

W. H. LYON, President,
H. SWINFORD, Secretary,

WILL NAVIGATE THE

RED AND ASSINIBOINE RIVER
DURING THE SEASON OF 1881,

WITH THE FOLLOWING BOATS;—

“MINNESOTA,”

“CHEYENNE,”

“MANITOBA,”

“ALPHA.”

The “MINNESOTA” will run as a Regular Passenger Boat between Winnipeg and St. Vincent.

These Steamers will run, calling at Poplar Point, High Bluff, Portage La Prairie, Mouth Cyprus River, Souris River, Rapid City Landing, Grand Valley, Oak River, Fort Ellice and Fort Que L'chappele when possible.

No shipments taken for Points where there is no Warehouse, unless accompanied by the Owner, or Freight prepaid.

For all information, apply to

E. V. HOLCOMBE,
General Manager,
WINNIPEG.

ii.

1863.

ESTABLISHED

1863.

W. H. LYON,
IMPORTER AND JOBBER IN
GROCERIES AND PROVISIONS,
WINES,
LIQUORS, CIGARS, &c., &c.



The only exclusively Wholesale Grocery House in Manitoba and the North-West. Always on hand the Largest and Best Assorted Stock of Provisions and General Groceries to be found in the Province, which are offered to the City and Country Trade, Government and Railroad Contractors, at Prices to Defy Competition.

SETTLERS' OUTFITS ALWAYS READY.

Consignments of Produce sold to best advantage,
and no delay in making Returns.

Nos. 102, 104 & 106 McDermott St.,

WINNIPEG, MANITOBA.

BANK OF MONTREAL.

ESTABLISHED IN 1818.

Capital Subscribed - \$12,000,000

Capital Paid up - 11,999,200

Reserve Fund - - 5,000,000

Head Office - - Montreal.

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GEORGE STEPHEN, Esq. *President.*

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Bankers in Great Britain—London, The Bank of England: The London and Westminster Bank: The Union Bank of London. Liverpool, The Bank of Liverpool. Scotland, The British Linen Company and Branches.

SETTLERS, TOURISTS & SPORTSMEN

when in Winnipeg, should visit the Large

Boot and Shoe Establishment

OF

W. D. BLACHFORD & BROS.,

302, MAIN STREET,

WINNIPEG,

where they will find a Large Stock of

BOOTS, SHOES, MOCASINS,

SHOE PACK, &c.,

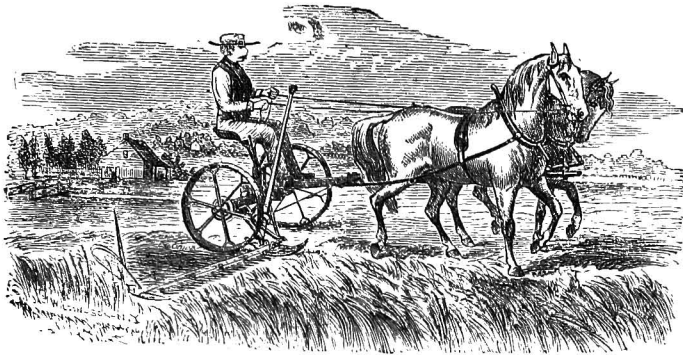
Made expressly for the North-
West Country, and will be found
cheaper than can be purchased
in any English Town.

Remember the Address—

302, MAIN STREET,

(Two Doors South of Port Ellice).

W. D. BLACHFORD & BROS.



Messrs. WILSON & Co.,
 Agricultural Implement Warehouse,
WINNIPEG, MANITOBA.

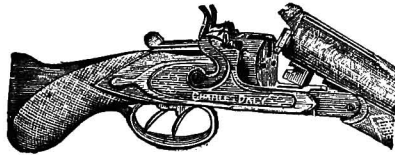
Sole Agents for the
Toronto Reaper and Mowing Co.,
 For MANITOBA and the North West.

Intending Settlers from Canada and the Old Country, are invited to visit this Warehouse before buying their outfit.

The best make of Wagons, Ploughs, Harrows and Implements of all descriptions always in Stock.

WILSON, & Co.,
WINNIPEG,
MANITOBA.

SPORTSMEN'S HEADQUARTERS,



WINNIPEG, MANITOBA.

WHOLESALE AND RETAIL DEALERS IN

Guns, Rifles, Revolvers, Fishing Tackle,
Camping Outfits, Sporting Goods.

Chilled Shot, Soft Shot.	Double Barrel Muzzle Loading
Curtis Harvey Powder.	Gun, £2 10s. to £8.
Pigau Wilkes & Lawrence Powder.	Single Barrel Breech Loading
Eley's Paper Cartridge Cases, all	Gun, £4 10s. to £8.
Sizes and Qualities, both Central and Pin Fire.	Double Barrel Breech Loading
Revolver Cartridges of all kinds.	Gun, £5 to £75.
Wads, all Sizes.	Winchester (Henry) Repeating
Caps, all kinds	Rifles, 7 shots, 12 shots, 14
India-Rubber Sheets.	shots, 17 shots. Prices from
Tents.	£6 to £12. Suited for Bear,
Single Barrel Muzzle Loading	Elk, Buffalo, &c.
Guns, £1 10s. to £5.	Rifles of all kinds in Stock.
	Martini-Henry, Snider & others.

Our Guns are from the Best English and American Makers and guaranteed. They are almost as cheap as can be bought in the Home Markets, and all trouble with the Customs is avoided.

J. HINGSTON, SMITH & Co.,

WINNIPEG,

MANITOBA.

WINNIPEG.

The European Settler, Sportsman
and Traveller, visiting the
City of Winnipeg

Will find at the General Store of

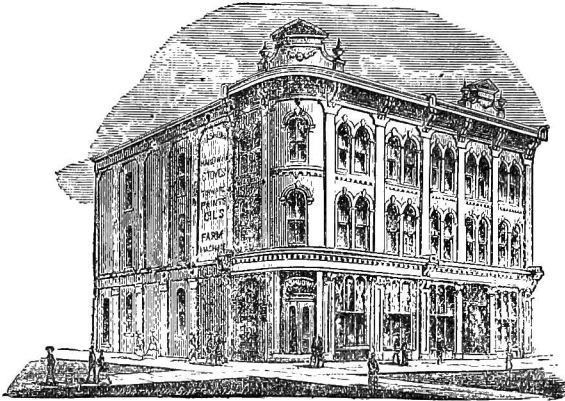
ROBSON & CO.,
297, MAIN ST.,

A COMPLETE ASSORTMENT OF
CANNED MEATS
FOR CAMPING.

*Groceries, Provisions, &c.; Also a Large
supply of Household Crockery & Glassware.
In fact, everything necessary for a Settler's
Outfit at very low prices.*

ROBSON & CO.,
297, MAIN STREET,
WINNIPEG.

HARDWARE
AND
SETTLERS' EFFECTS,
COMPRISING :—



CHOPPING AXES, Broad Axes, Hatchets, Hammers, Augers, Saws, Chisels, Planes, Files, Squares, Spades, Shovels, Forks.

NAILS, Locks, Bolts, Screws, Hinges, Glass, Putty, Oils, Paints, Varnish, Rope, Plow Lines, Grindstones, Stoves, &c.

SPORTSMAN'S GOODS.

GUNS, RIFLES, POWDER, SHOT, CARTRIDGE AND CAPS, and everything in the line of

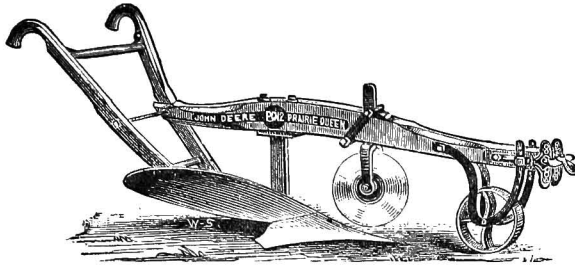
Building, House Furnishing and Farmers' Hardware.

**The Largest and Cheapest Stock in
the North-West.**

J. H. ASHDOWN,
331 & 333, MAIN STREET,
WINNIPEG, MANITOBA.

WESTBROOK AND FAIRCHILD.

AGRICULTURAL IMPLEMENTS.



The Cheapest, Largest and Best
variety of Ploughs, Harrows,
Wagons, and all kinds of Agri-
cultural Implements in Manitoba
and the North-West.

SOLE AGENTS FOR JOHN ELLIOT & SON'S
CELEBRATED MACCORMICK HARVESTER,
AND VENDOR OF MOWERS, REAPERS, &c.

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RAPID CITY, NORTH-WEST TERRITORIES.

WESTBROOK & FAIRCHILD,
WINNIPEG.

H. S. Donaldson & Bro.,

Sign of the "Big Book & Watch,"

CORNER MAIN & PORTAGE AVENUE, WINNIPEG,

WHOLESALE AND RETAIL DEALERS IN

BOOKS, STATIONERY.

Fancy Goods, Clocks, Watches,

AND JEWELLERY.

A Large Stock of SCHOOL BOOKS, BLANK BOOKS,
DRAWING MATERIALS, ETC., kept constantly on hand.

Fancy Goods of every Description in Great Variety.

ELECTRO-PLATED WARE,

Of the Best Quality and Latest designs direct from the Factory.

* Ladies' and Gent's GOLD and SILVER WATCHES,
Shirt Studs, Locketts, Chains, Rings, &c., &c.,
In Bright and Colored Gold.

CLOCKS IN ENDLESS VARIETY.

⌚ *Watches and Jewellery promptly repaired. Engraving
neatly executed.*

IMPORTANT
TO INTENDING
SETTLERS IN MANITOBA.

SEVENTY THOUSAND ACRES
OF
CHOICE FARMING LANDS,

Selected with great care, in the vicinity of Winnipeg
and the various Settlements of
the Province of Manitoba, for Sale.

APPLY FOR LIST TO

**MESSRS. ROSS, KILLAM, AND
HAGGART,**

BARRISTERS, ATTORNEYS & SOLICITORS,

WINNIPEG, MANITOBA.

Lands purchased on Commission.

The Palace Hotel of the North-West.

The “QUEEN’S,”
WINNIPEG,
MANITOBA.

“The European Traveller, Sportsman and Settler will find this Hotel complete in all its arrangements, spacious Parlors, Bedrooms, and its table served with all the luxuries of the Old World and the abundance of the New North-West.”

BOARD PER DAY, 8/-, 10/-, 12/-,
SPECIAL RATES BY THE WEEK OR MONTH.

*Conveyances furnished to any part of the Country with
Careful Drivers and Guides at Moderate Rates.*

O’CONNOR & BROWN,

Proprietors.

Notice to European Settlers and Sportsmen.

HARDWARE.

Mulholland Brothers,

No. 323, MAIN, ST., WINNIPEG,

**Cooking Stoves, Wood & Coal Stoves,
Galvanized Steel Barbed Fence Wire.**

Carpenters' Tools, with a full assortment of Diston's
Celebrated Saws, Building Paper, tarred and plain ;
Carpet Felt.

Scythes, Snathes, Cradles, Forks, Hoes, Shovels, Spades,
Files, Axes, Cross-Cut Saws, Belting, Lace Leather,
Soap Stone and other packing.

Manilla Rope, Deep Sea Line, Twine, Oakum, Traps,
Camp Outfits.

**We offer the Cheapest and Best Stock of Hardware in
Winnipeg.**

*Goods sold at Montreal and Toronto Prices
with freight added.*

Our Stock is carefully selected and imported direct
from the makers.

**Guns, Breech & Muzzle Loaders, Cartridges, Cartridge
Cases, Powder, Shot, and everything required
by Sportsmen.**

MULHOLLAND BROTHERS.

TO SETTLERS REQUIRING CATTLE.

JOHNSON, ROCAN & Co.,

**Stalls, 9 & 10, CITY MARKET,
WINNIPEG,**

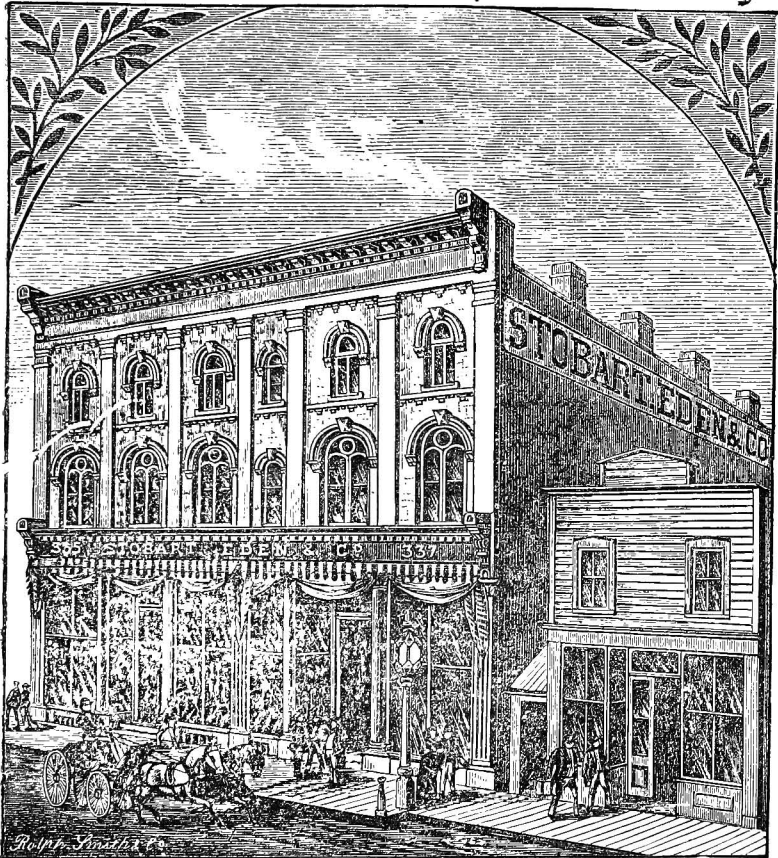
Offer the best advantages to Settlers,
Farmers and others in purchasing
Working Cattle and Milch Cows that
can be met in Winnipeg.

**The LARGEST HERD in MANITOBA
TO SELECT FROM.**

Outfits in Waggons, Harness, &c.,
always ready and for sale. Farmers and
Settlers will consult their own interest
by calling on

JONSON, ROCAN & CO.

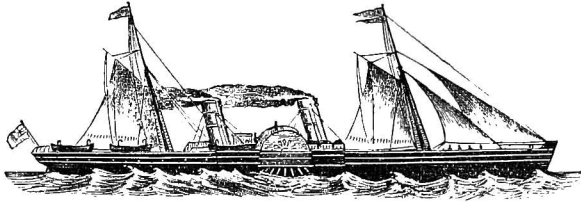
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 GENERAL IMPORTERS OF
BRITISH,
FOREIGN & AMERICAN DRY GOODS.



General Dry Goods, Tents, Cart Covers,
 RUBBER SHEETS, &c.
READY-MADE CLOTHING, AND CARPETS.
 335 & 337, Main Street, Winnipeg.
STOBART, EDEN & CO.

SHORTEST ROUTE TO MANITOBA

viâ
LAKE SUPERIOR, COLLINGWOOD LINE.



FROM TORONTO

The Settler should take the "COLLINGWOOD AND MANITOBA" Line, whose Steamers are specially adapted for Cabin and Steerage Passengers, and of the largest size on the Lake.

THIS POPULAR TRAVELLERS' ROUTE is only one day longer than "all Rail," but will be found cheaper and more comfortable for families, who arrive at Winnipeg refreshed, and not tired by continuous railway travelling. Free Berths for Steerage Passengers, and Cheap Meals. No expense in transferring luggage. On this Line there is no Second Class Railway Carriages; an advantage Steerage Passengers do not find on any other Route.

THE EUROPEAN PASSENGER, in buying his Ticket, will ask the Steamship Agent to make it by *Collingwood Lake Line*, and on arrival at Quebec see it exchanged for a *Collingwood Line Ticket*.

All Steamship Lines, via Quebec, have these Tickets for Sale.

B. CUMBERLAND,
General Agent,
35, Yonge Street,
TORONTO.

APPLY FOR "PASSAGE TICKET",
to ~~LETT~~ & SCOTT, AGENTS,
44, ST PAUL'S CHURCHYARD
LONDON, E.C.

MAP OF THE DOMINION OF CANADA.



1881.

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LATEST INFORMATION ABOUT THE NEW
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AND TRAVELLER, &c., &c., &c.

REVISED BY G. H. WYATT, TORONTO, CANADA.

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TABLE OF DISTANCES.

From LIVERPOOL TO WINNIPEG, Manitoba and Towns,
Villages and Posts in the North-West, with Stage and Steam-
boats rate of passage from Winnipeg.

	Miles.		Miles.
Liverpool to Halifax	2440	Halifax to Detroit - -	1422
„ Portland	2700	„ Chicago - -	1706
„ Boston	2810	Portland to Montreal -	297
„ Quebec -	2630	Boston to Montreal	408
„ Montreal	2712		
„ Toronto	3140	Grand Trunk R.R.	
„ Detroit	3376	Quebec to Montreal -	172
„ Chicago	3660	„ Cornwall -	239
„ Winnipeg -	4550	„ Prescott	284
„ Do, <i>via</i>		„ Brockville	217
„ Lake Superior	4230	„ Kingston -	344
		„ Belleville -	392
Halifax to Quebec	686	„ Cobourg	436
„ Montreal -	858	„ Port Hope -	442
„ Ottawa	1022	„ Toronto -	505
„ Toronto -	1191	„ Ottawa	338

WINNIPEG TO PORTAGE LA PRAIRIE, BIG PLAINS, RAPID CITY,
BERTLE, FORT ELLICE, and places in the North-West
Territories—

Winnipeg to Portage La Prairie -	65 Miles.
Portage La Prairie to Big Plains	56 „
Big Plains to Rapid City - -	37 „
Rapid City to Shoal Lake - - -	40 „
Shoal Lake to Bertle - - -	25 „
Portage La Prairie to Westbourne	20 „
Westbourne to Gladstone - -	22 „
Gladstone to Beautiful Plains	12 „
Beautiful Plains to Menidosa	36 „
Rapid City to Grand Valley - - -	18 „
Bertle to Fort Ellice -	12 „

WINNIPEG TO FORT EDMONTON.

Winnipeg to Fort Ellice	-	-	-	220	„
Fort Ellice to Cyprus	-			150	„
Cyprus to Fort McLeod		-	-	200	„
Qu'Appelle to Wood Mountain			-	180	„
Wood Mountain to Cyprus				180	„
Touchwood Hills to Humbolt				81	„
Humbolt to Fort Carlton	-	-	-	82	„
Fort Carlton to Battleford	-		-	110	„
Battleford to Fort Pitt				93	„
Fort Pitt to Victoria	-			129	„
Victoria to Fort Edmonton				74	„
Carlton to Prince Albert	-			49	„
Miles.					
Winnipeg to Emerson	-	65	Winnipeg to Rock Lake	115	
„ Icelandic			„ Morris	-	25
„ Settlement	56		„ Selkirk	-	25
„ Victoria	24		„ Oak Point	-	60

The distances in Manitoba are only approximate, as in many cases the trail or road varies across the Prairie land.

DISTANCES AND FARES BY STAGE.

Names of Places.	No. of Miles.	How often.	Fare.		
			£	s.	d.
Winnipeg to Portage La Prairie	- 60	Daily	-	1	0 0
„ Palestine	97	Tri-weekly	1	11	0
„ Rapid City	162	Bi-weekly	2	11	0
„ Shoal Lake	207	Weekly	3	6	0
„ Fort Ellice	- 242	do.	3	17	6
„ Touchwood Hills	382	do.	6	2	0
„ Duck Lake	522	do.	8	7	0
„ Prince Albert Mission	563	do.	9	0	0
„ Battleford	- 682	do.	10	18	0
„ Fort Pitt	782	Bi-Monthly	11	12	0
„ Fort Edmonton	962	do.	17	4	0

SCHEDULE OF DISTANCES.

Winnipeg to Portage La Prairie	- 60	Daily	1	0	0
Portage La Prairie to Palestine	37	Tri-Weekly	0	11	0
Palestine to Rapid City	- 65	Bi-Weekly	1	0	0
Rapid City to Shoal Lake	45	Weekly	0	14	0
Shoal Lake to Fort Ellice	35	do.	0	11	0
Fort Ellice to Touchwood Hills	- 140	do.	2	4	0
Touchwood Hills to Duck Lake	- 140	do.	2	4	0

Duck Lake to Prince Albert Mission	40	do.	0	13	0
Prince Albert Mission to Battleford	120	do.	2	0	0
Battleford to Fort Pitt	100	Bi-Monthly	1	12	0
Fort Pitt to Edmonton	- 180	do.	3	12	0
	<hr/> 962				

Distances and Rate of Passages from Winnipeg, by Steamers on the Assiniboine River:—

	Miles.	1st. Class.	2nd. Class.
Winnipeg to Portage La Prairie	75	14s.	8s.
„ Sturton's Ferry	85	22s.	14s.
„ Smart's Landing	100	28s.	16s.
„ Cyprus River	- 105	28s.	16s.
„ Millford Landing	120	28s.	16s.
„ Main Landing	127	32s.	20s.
„ Currie's Landing	148	36s.	20s.
„ Grand Valley	155	36s.	20s.
„ Oak River	170	40s.	24s.
„ Bird Tail Creek	198	48s.	25s.
„ Fort Ellice	213	56s.	32s.

Owing to the winding of the Assiniboine River, one third more can be added to the above distances. Steamers commence running about 1st May, and continue until middle of September, or as long as depth of water permits.

RED RIVER STEAMERS.

The S.S. "Colville," "Victoria" and "William Robinson" make regular passages on the Red River to Lake Winnipeg.

EMERSON TO SOURIS RIVER AND PEMBINA MOUNTAINS.

Emerson to Mountain City	50 Miles.
„ Pembina River	65 „
„ Crystal City	93 „
„ Land Office (Souris)	168 „
„ Souris River, West	228 „

CANADA PACIFIC RAILROAD.

Emerson to Winnipeg	65 Miles.
Winnipeg to Selkirk	24 „
„ Rat Portage	200 „
„ Portage La Prairie	65 „

In course of completion during the season of 1881.

Rat Portage to Thunder Bay	210 Miles.
Portage La Prairie to Fort Ellice	- 140 „

“CITY OF WINNIPEG.”

It is a well known fact that no City or Town in America has equalled the growth of the “City of Winnipeg.” When handed over to the Dominion of Canada by the purchase of the Hudson Bay Territory, in 1870, Fort Garry, now Winnipeg, only numbered a few houses and 253 persons, all told. In 1873 there were 2,200 inhabitants. In 1878 they numbered 7000, and in January 1881, it is estimated there are fully 11,000 inhabitants.

The growth of the city has been marvellous, and a source of astonishment to citizens as well as strangers. In the interim, Manitoba was constituted a province of the Dominion confederation, with Winnipeg as the provincial capital. This gave a metropolitan character to the place, and brought the elements of political autonomy in its train, making it the head quarters of the Provincial Government, where the residence of the Lieutenant-Governor and all the public departments of the province are located, as well as the superior courts and court house and jail. The Dominion Government, too, have made this city the headquarters for locally transacting business in Manitoba and the North West. Notably amongst these are the Customs, Inland Revenue, Immigration, Dominion Lands, Receiver-General, Crown Timber, Canadian Pacific Railway, Indian and Post Office Departments. Shortly after—in November, 1873,—the city was incorporated, and from the 1st January, 1874, may be dated the commencement of its civic career, at which time the population did not exceed 2,200, whereas now it numbers more than 11,000 souls. The assessment of real estate, too, which at that time was but a little over 2,000,000 dollars, has, in 1880—less than six years—increased to nearly 5,000,000 dollars, with a prospect of a very large increase in the ensuing year. The following is a statement of the building operations of the current year, 1880:—

	No. of Houses.	Total Expenditure.
North Ward.....	45	\$263,950
East Ward.....	32	111,160
West Ward.....	97	157,125
South Ward.....	87	390,100
	<hr/> 261	<hr/> \$922,325

If counted by tenements, the number would reach at least 400 dwellings and stores.

As will be seen by the above, the sum of \$1,000,000 has been expended in the erection of buildings during the current season, and this does not include buildings just started and under way, such as the Merchants' Bank, Manitoba Club, Parliament House, Lieutenant-Governor's residence, and a few other handsome private residences, nor the outlay by the city corporation in street improvements, drainage, sidewalks, etc., nor the laying down by the Canadian Pacific and Manitoba South-Western Railways of a large mileage of railways in and around the environs of the corporation, which can be safely estimated at \$250,000.

In this connection it will be interesting to note, from a computation by the city registrar, that the sum of about \$1,250,000 has been invested in real estate within the city limits during the current year, involving transactions amounting to an average of about \$25,000 each week by our real estate agents, and private individuals. Here the traveller will find good hotels, large wide streets, substantial well-filled shops or stores, and everything that can be obtained in any other city. Situated at the junction of the Red and Assiniboine Rivers, it connects through Lakes Winnipeg and Manitoba, to the Saskatchewan, reaching to the Rocky mountains. In Winnipeg, everything necessary can be obtained for the sportsman or tourist's outfit before commencing his journey by land or water.

WINNIPEG INCREASE.

A correspondent of the *London Times*, January 7th, 1880, says:—"Winnipeg, the capital of Manitoba, surprised me more at first sight than any one of the countless cities which I have visited on the North American Continent. The older ones frequently surpassed my utmost expectations; the younger as frequently fell below the most moderate which I had formed of them in imagination. Indeed, a pretentious city in the Far West is commonly on a par, in external appearance, with a paltry village elsewhere. I had read much about Winnipeg before visiting it, and the impression left on my mind was not favourable. The Earl of Southesk, who was here in 1859, says that "there were houses enough to form a sort of scattered town." Lord Milton and Dr. Cheadle, who followed him three years later, saw nothing worthy of note. Captain Butler, who paid it a visit in 1870, refers to it in his "Great Lone Land,"

as "the little village," and "the miserable-looking village of Winnipeg." I knew that changes had been made since Captain Butler came hither on duty connected with the Red River Expedition under Colonel (now Sir Garnet) Wolesley; but I was not prepared to find that they had been so great and startling as those which I actually beheld.

"Walking down Main Street on my way to the Pacific Hotel, I could hardly realize that I was in a city incorporated so recently as 1873, and supposed to be far beyond the confines of civilisation. The street is 132 ft. wide, and it is lined with shops, churches, and public buildings which would do credit to a much older and more famous place. The solid look of the majority of the edifices is as noteworthy as their ornamental design. They are built of white brick. As a rule, it is at a comparatively late stage in the growth of a Western city, either in the United States or Canada, that the structures are composed of anything but wood; hence, a stranger in one of them is apt to arrive at the conclusion that what he sees has been erected for a temporary purpose. Here, however, the effect is the reverse. The Town Hall and the Market, the Post Office, the Dominion Land Office, and the Custom House, to name but a few of the public edifices, are as substantial buildings as can be desired. No one looking at them can feel here, as is so commonly felt in other places of rapid growth on this continent, that the citizens apprehend their city will decay as rapidly as it had sprung up. While the progress of Winnipeg is one of the marvels of the Western world, there is good reason for believing that it will continue at an accelerated rate, and that Winnipeg will hereafter hold in the Dominion of Canada, a place corresponding with that now held in the United States by Chicago."

E. HEPPLE HALL, IN HIS "LANDS OF PLENTY," WRITES:—

The point to which all comers at present gravitate is Winnipeg, the capital; and naturally the reader will desire to know something about it. Its growth has been truly wonderful, surpassing in the opinion of many the early growth of even that modern marvel of material progress, Chicago. Prior to 1870, it was a frontier trading station or "post" of the Hudson's Bay Company, under the name of Fort Garry, and will be chiefly remembered by the distant reader as the scene of Louis Riel's *fiasco*, and the collapse of his rebellion on the approach of the Red River Expedition, led by the hero of Ashantee and Zululand, Sir Garnet Wolesley. In 1869, the Hudson Bay Company's rights to all its territories, excepting certain tracts

of land, including the various posts; also excepting one-twentieth of the area within the Fertile Belt, reserved to the Company in the Deed of Surrender, were purchased by the Dominion Government under Imperial authority. From that time, as a monopolizing and semi-sovereign power this company, which had flourished for two hundred years under the charter granted in 1669 to Prince Rupert and his associate "company of adventurers," ceased to exist.

The position of Winnipeg at the confluence of the Assiniboine and Red Rivers, secures to it undoubted commercial advantages, while its central situation on the proposed line of the Canadian Pacific Railway, will give it additional prominence as the head centre of land transit and transport.

AREA OF MANITOBA AND THE NORTH-WEST.

Manitoba, a province which has been made out of the North-west Territory, is situated between the parallels 49° — $50^{\circ} 2'$ north latitude and 96° — 99° west longitude, in the very heart of the continent of America. It is 135 miles long, and 105 miles wide, and contains in round numbers 14,000 square miles, or 9,000,000 acres of land. The territory belonging to and embraced within the Dominion of Canada in the North-west covers 2,750,000 square miles, an area equal to twenty-six times that of the province of Manitoba.

The best known and most settled section of this immense region lies between Point du Chêne, 30 miles east of Winnipeg, and Lake St. Anne, 40 miles west of Fort Edmonton, forming the "Fertile Belt" of the North-west. It is 960 miles in length (east to west) with an average width of 250 miles. This would embrace 240,000 square miles. One-fourth of this area, equal to 40,000,000, it is estimated, will produce wheat, barley and potatoes in great abundance.

"The whole Dominion of Canada has now an excess area of 34,241 square miles over that of the whole United States.

Manitoba is also the centre of River Navigation of the Northern part of Central America. The City of Winnipeg is built on the point of land forming the junction of the Assiniboine with the Red River of the North. The former has a navigation of over 600 miles; and the latter which takes its rise in the state of Minnesota, has a navigation of about 440 miles from Moorehead, before it reaches Winnipeg, whence it continues its course until it reaches Lake Winnipeg, which is a lake of nearly 300 miles in length;

and receives the waters of the Saskatchewan, navigable from a few miles above its source to the foot of the Rocky Mountains. The short distance between the navigable waters of this great river and the lake, is, for a present expedient, overcome by a tramway. This water system constitutes one of the most marked physical features of the interior of the Continent of North America. The total length of the rivers, is about ten thousand miles, of which between three and four thousand miles are navigable for steamboats.

The Canadian Pacific Railway, unlike its longer Southern rival, has the advantage of passing through what is called the "Fertile Belt" of North America, instead of the Great American Desert.

It is estimated Manitoba and the North-west has nearly 200 million acres of land suitable for agriculture.

THE RICHEST SOIL IN THE WORLD.

Professor J. P. SHELDON, of the Downton Agricultural College Salisbury, thus writes of the soil of Manitoba:—

"The soil of Manitoba is a purely vegetable loam, black as ink, and full of organic matter, in some places many feet thick, and resting on the alluvial drift of the Red and Assiniboine Rivers. It is of course extremely rich in the chief elements of plant-food, and cannot easily be exhausted; the farmers know this, so they take all they can out of it in the shortest possible time, and return nothing whatever to it in the form of manure. By turning up an inch or two of fresh soil now and again, the fertility of the surface is renewed, and the same exhaustive system of growing wheat, year by year, may be pursued for a long period with impunity. It is true, in fact, that for several of the first years, at all events, manuring the soil would do much more harm than good; and, until an Act was passed to prevent it, the farmers were in the habit of getting their litter and manure out of the way by sleighing it out on the ice of the frozen rivers in winter, to be carried away somewhere, when springtime and the floods came, and the ice broke up; now they leave it to rot in heaps outside the stables, and find it an easier task to remove the stable rather than the manure, when the latter becomes unpleasantly plentiful.

"In course of time it is probable that the manure will need to be put to its legitimate use of improving an exhausted soil, or maintaining the fertility of a rich one. At a still later period the operation of subsoiling will bring up new earth from below,

and there does not appear to be any probability that the better soils of the province will ever become sterile, providing that the farmers make use of the means they will always have at hand for keeping them up to the mark. At present, however, these rich wheat soils do not need improving; they are rich enough for years to come, and in some cases too rich for the welfare of the crop; much of the straw, therefore, is valueless, and really a cumber to the farmer. In the state of Minnesota I saw large quantities of it burnt to get rid of it.

“The good prairie soils are known by the dwarf wild rose and the wolf-willow growing on them while still in a state of nature; at all events, the land is at once denoted good where these plants are found, though it is probable that there is good land on which they are not found. But there is a deal of inferior soil in the province in places; this is chiefly alkaline soil, on which nothing that is profitable will grow in its present condition; in many places, too, the water is alkaline. Yet there is plenty of good water to be got in most places by boring for it, and in some instances a clear pure spring has been struck a very few feet below the surface.

“It must not be supposed that the soil of Manitoba is fit only for wheat and oats. The wild grasses, it is true, are very coarse in character, and there are many weeds and worthless plants among them, yet cattle flourish on these immense plains of prairie grass. The ‘prairie meadows’ are generally damp lands, situated near the swamps. ‘River lots’ often stretch four miles back, and are 6, 9, or 12 chains wide, as the case may be; 6 chains at that length enclose 200 acres. The province is not adapted to grow maize; it is too far north for that, but it will grow garden vegetables very well, and turnips and potatoes, beans and peas, in the fields with complete success, while such ‘tame’ grasses as timothy and the rye grasses, and also red and white clover, grow satisfactorily on land that is at all decently cultivated.

“Outside the city of Winnipeg I saw a large market garden run by a Yorkshireman named Longbottom, in which very large crops of onions, potatoes, carrots, peas, beans, tomatoes, celery, and a hundred other things, were grown in a rough and ready sort of way, but very profitably; there is a good market in Winnipeg for all kinds of garden stuff, and the earliest sorts command very high prices, so that our Yorkshire friend, as I was told on the best authority, is reaping a rich reward of his skill and industry.

“I was much surprised to find among the Manitoba farmers one of my old Cirencester pupils. He had bought a farm of some 400 acres a few miles west of Winnipeg; paying, as was thought, the extravagant price of 20 dollars (£4) an acre. He declared, however, to me that he had the best farm in the locality, which may be taken as evidence of his being satisfied with it; and he was growing crops of turnips, potatoes, oats, etc., which were already a theme of conversation in the Province; this was done by better cultivation than the land of Manitoba is used to, and it is clear that the soil will produce almost any kind of crop in a very satisfactory way, providing it is properly attended to. And yet, how can we expect the rank and file of farmers to cultivate the soil carefully in a country which has such a superb abundance of magnificent land still unoccupied? In time, no doubt, better farming will prevail, and I hope my old pupil will set an example which will be worth extensive imitation; but at present land is too cheap and plentiful to admit of microscopic cultivation as we have it in England and Scotland.

“On the day after my arrival, September 3rd, I saw a new string-binder at work in a crop of wheat in the Kildonan settlement, near Winnipeg; it was a very nice even crop, and would average, say, 25 bushels per acre of grain, whose quality was very good; the wheat was the ‘Scotch Fife’ variety, not a heavy-headed kind, but it was a nice even crop, the straw rather short and weak, but clear and bright, and the grain was plump, well-fed, bright, and fit for the mill at once. This crop was sown on the 22nd of May, on first prairie sod—that is, on prairie land just then ploughed up for the first time—and as such sod is very tough at first, it may be imagined that the surface of the field was rough, and that the seed had been imperfectly covered; yet the seed was sown and the crop dead ripe within a period of 15 weeks. It is, however, no uncommon thing for wheat to be twice in the bag within 90 days—that is, sown, harvested, and thrashed within that period. I saw also a crop of oats which was sown at intervals, as the land was ploughed, from the 7th to the 17th of June; the oats were the black tartarian variety, and though not ripe when I saw it, I should say the crop would reach 45 bushels per acre. It was a strong, well-headed crop, and the oats promised to be a good sample. This crop, too, was on first prairie sod, on a farm belonging to Mr. Ross, of Winnipeg, but some ten or twelve miles away from the city.

“Land increases rapidly in value near to the city. For this selfsame farm Mr. Ross paid 367 dollars; now he wants 3,000 dollars for it. It is 240 acres in extent, and the owner has put up a small house and a building or two on it, besides breaking up about half of the land.”

The extraordinary richness, fertility and apparently inexhaustible productiveness of the soil of the Red River Valley, which comprises a large portion of the Province of Manitoba, are exceeded by none and only equalled by the alluvial delta of the Nile. The average depth of this black argillaceous mould or alluvium, rich in organic deposit, is fully five feet. It rests on a subsoil of from 18 inches to four feet of tenacious clay, exceedingly valuable for brick making. In many places in the Red River Valley, where borings, &c., have been made, the alluvial deposit has been found to extend to the extraordinary depth of from 12 to 15 feet. Its usual depth on the prairies, away from this famous valley, is about $2\frac{1}{2}$ feet. The great richness of this soil is explained by the fact that it is doubtless composed of the droppings of birds and animals and the ashes of the prairie fires, which have accumulated for ages, together with decayed vegetable matter.

CLIMATE.

A very important matter, if not the most to a settler or traveller, is the climate of the country to which he is taking his family to reside in, or to make his home for a short time either as a traveller or sportsman. Probably the objection to Manitoba and the North-west most talked of by settlers before emigrating, is what the winters are. Reading and hearing of the low temperature of the barometer, comparing it with an English gauge, it seems to indicate severe cold. But the experience of residents, who, as a rule, are not natives of the North-west, but from many countries—English, Irish, Scotch, Canadians, Norwegians, Germans, &c.,—show the fear of the cold is extremely over-rated.

Toronto, a City of over 70,000 inhabitants, containing more Old Country people than any other part of Canada, and whose degree of frost and heat is an average of Western Canada, compares with Manitoba for each month of the year of 1879, being the mean temperature, as follows:—

				Toronto.	Winnipeg.
August	-	-	-	66·38	67·34
September	-	-	-	58·18	52·18

				Toronto.	Winnipeg.
October -	-	-	-	45·84	35·84
November	-	-	-	36·06	30·66
December	-	-	-	25·78	11·97
January	-	-	-	22·80	6·10
February	-	-	-	22·74	12·32
March -	-	-	-	28·93	14·14
April	-	-	-	40·72	39·10
May -	-	-	-	51·74	53·13
June	-	-	-	61·85	63·20
July	-	-	-	67·49	68·19

It will be noticed that from Toronto westward, the temperature rises during the summer months, and as the average yield of wheat per acre in Manitoba and the North-west is equally as large (if not larger) both in quantity and in weight as in the United States, it would seem that in conjunction with the fertility of the soil, this temperature is very favourable to cereal crops. The fall of snow is also less in the Western portion of the Dominion. In the first half of the year 1876 it was 28½ inches, and in the second half 29¾ inches; but the snow is no drawback to the growth of the crops, which are sown in April and May, and harvested in August and September.

Professor Macoun, sent to explore the land and climate of the North-west, and who has spent several years in collecting information, says,—“after giving in the tables below the rain and snowfall—

	Winter.	Spring.	Summer.	Autumn.
Quarterly rain-fall of Winnipeg	0·00	5·59	10·52	0·04
„ „ Toronto	5·51	6·63	5·74	3·18

	1st half of year.	2nd half of year.
Snow-fall, in inches, at Winnipeg	-	28·6
„ „ Toronto	-	67·7
		29·7
		45·7

“It will be seen by the above table, that the rainfall at Winnipeg in summer and spring is nearly equal to that of Toronto for winter, spring and summer, and, where Toronto has over three inches in autumn, Winnipeg has scarcely any. Many intelligent persons are afraid of the winters of the North-west, as they measure the cold by the thermometer rather than

by their own sensibilities. It is not by the thermometer that the cold should be measured, but by the humidity of the atmosphere, as, according to its humidity so is the cold measured by individuals. All through the fall my men never noticed a few degrees of frost, and it was no uncommon thing to see a man riding in a cart without his coat when the thermometer was below freezing point. Dry air is a non-conductor of heat, and as the dryness increases with the lowering temperature, the increasing cold is not felt by either animals or plants, and we find a solution to the paradox that, although water may freeze, vegetation is not injured, except when a humid atmosphere is in immediate contact with it. The increase of dryness in the air has the same effect as an increase of warm clothing for man and beast; and we suffered less from a temperature of 10 degrees below zero this winter, though lying in tents without fire, than we would have done in Canada with 10 degrees of frost."

The Rev. Mr. GRANT, in his work "Ocean to Ocean," writes:—

"But what of the terrible frost, the deep snow, and the long winters? These must be stern realities. The answer of every man and woman we spoke to, in town or country, was, that the winter was pleasanter than in Ontario, Quebec, or the Maritime Provinces. There is no severe weather till the beginning of December. The average depth of snow from that time is two feet, and there is no thaw till March. The severity of the intervening months is lessened by the bright sun, the cloudless skies, the stillness and dryness of the air. On account of the steady cold, the snow is dry as meal, and the farmers' wives said that 'it was such an advantage that the children could run about all winter, without getting their feet wet.' They certainly could not say as much in Nova Scotia. This dryness of the snow is also an important fact as regards railway construction. Let the rails be raised two or three feet above the level of the prairie, and they are sure to be always clear of snow. In fact, there is much less risk of snow blockades in the winter on our western plains than in the older Provinces or in the North-eastern States. In March, and even in April, there are sometimes heavy snow-storms. But this snow soon melts away. It is what was intended for spring rain. Hay is needed in these months more than in the winter, when the horses and even the cattle can paw off the snow and eat the nutritive grasses underneath; whereas in March and April a crust is often formed, too hard for their hoofs to remove; and the more hay that is cut in the autumn, the less risk from prairie fires, as well as the better provision for the live stock."

PRICE OF LAND.

This of course depends very much on the situation and agricultural value, whether it is all prairie sod, or prairie and woodland combined, how watered or wooded, the distance from villages, towns, rail-road and markets. So with regard to the prairie lands not wooded; the building of the Canada Pacific through the heart of the county, will, as each station is open, bring into these lands building material, wood fencing, &c., from Kewatin in the east, and about the Touchwood Hills in the west. So this objection to these lands, if existing, will soon be removed.

The lands most sought after by Canadian Farmers are those with prairie and part wood-land with a hay meadow convenient. In another part of this pamphlet will be found the cost of farming and crops raised in various localities. For free grant lands a settler to secure fair farming soil must go outside of Manitoba, but the land on the North-west is equal, if not better than in Manitoba, but of course, further from market until the railroad is built. Good farming land within 10 miles of Winnipeg have been sold at £2 to £4 per acre; from 10 to 30 miles, 15s. to £2 10s. Westward to the boundary line of Manitoba, nearly 150 miles from Winnipeg, it ranges from 12s. to £2.

Those requiring large farms such as sections amounting to 640 acres, and capitalists wishing investments in land can purchase from Government, the Canadian Pacific Railroad, Hudson Bay Company, Chartered Railroads Companies, Building Societies, Loan Companies and speculators, at prices varying according to position, soil, &c.

COST OF FARMING.

The cost of land in various locations according to distances from Railways, markets, &c., having been given, the cost of farming and raising grain per acre is now quoted. In the first place, if the land is virgin prairie unbroken sod, the cost of preparing it for the first crop, sowing and harvesting will average,

Breaking	-	per acre	\$3·00	=	12s.
Backsetting	-	„	2·00	=	8s.
Seed	-	„	1·50	=	6s.
Harrowing	-	„	·50	=	2s.
Harvesting	-	„	3·00	=	12s.
Thrashing	-	„	1·50	=	6s.
			<hr/>		
			\$11·50	=	46s.

This is for the breaking up for the first crop. The second and following years can be fairly estimated at

Ploughing	per acre	\$1.50	=	6s.
Seed	„	1.50	=	6s.
Sowing	}	„	5.25	= 21s.
Harrowing				
Harvesting				
Thrashing				
			<hr/>	<hr/>
		\$8.25	=	33s.

The best time to break the sod is between the 15th June and 15th July. The sod is turned over lightly about two inches deep and 12 and 14 inches wide and left, exposed to the sun and air. Crops may be secured, especially potatoes, turnips and oats on land, immediately after the first breaking, but weeds are sure to give trouble, and one season's delay more than compensates for waiting. Still, wheat has been grown to the amount of 40 bushels to the acre on the first break of two inches deep. All that is necessary to secure this crop is rain in time. Should rain come late it may be a failure. Still, the expense is not much and worth trying.

The result of the first year's worth, supposing 40 acres was broken, ploughed and sown at the figures given, would be

Cost of sowing, harvesting, &c. 40 acres, at \$11.50 = 46s. per acre	}	\$460	=	£92
Average yield of wheat at 30 bushels to the acre 1,200 bushels.				
Market price, 3s.				
Profit on crop		\$440		£88

The next year's crop not requiring the extra cost of breaking, would stand as follows:—

Cost per acre, \$3.25 = 33s. 40 acres	\$330	=	£66
At same result, 1,200 bushels at 3s.	900	=	£180
	<hr/>		<hr/>
	\$570	=	£114

This would show the cost of production the first year at 1s. 6½d. per bushel. The second and following years at 1s. 1d. per bushel, for a crop of 30 bushels to the acre, or 8s. 8d. per quarter on the Manitoba farm. The toll charged for grinding

wheat at the mills is generally one-sixth of the bushel, best wheat weighing 62 and 65 pounds to the bushel. The Winnipeg Newspapers in 1879, mentions the following yield and weight:—

“An extraordinary fine sample of wheat grown by Adam McKenzie, of Beautiful Plains, has been shown us. The wheat, of which two thousand bushels were raised, is hard, plump, and bright; and is said to have averaged from 66 to 68 lbs. per bushel. Some taken to C. P. Brown’s mill, Palestine, produced 46lbs. of flour to the bushel.”

“ANOTHER SAMPLE OF FINE WHEAT.—A sample of the finest looking spring wheat we think we ever saw, has been handed us, raised by Mr. Joseph W. Johnston of the Boyne. From a bushel-and-a-half’s sowing, forty bushels were harvested. The kernels are large, and the skin is very light in colour and thin. It weighs sixty-four pounds to the bushel. We do not know the name of the variety.”

“An extraordinary yield is shown by the following—Seventy bushels of wheat were threshed from a field where two bushels of seed were sown. The Manitoba agriculturist is our old friend, Tom Taylor, of Mapleton.”

One man with a yoke of oxen, a plough and a harrow, can have forty acres of crop with one year’s work without much effort. There is plenty of time during the winter season to get out rails for fencing and building timber. The only help he would need to hire, would be a man a little while in harvest. In an ordinary season he might fully expect to realize twelve hundred bushels of wheat.

A poor man can adopt the mode of farming on a small scale for the commencement, as practised by the half-breeds. They have carts made of two wheels and a straight axle, with two poles fastened on the axle to form shafts, and a rack or box thereon. To a cart so made is hitched one ox. The cart costs about 10 dollars, and the ox and harness 50 to 60 dollars, or £10 to £12. With such a vehicle, a man can do all the teaming that is required on a small farm—and after the first ploughing, *one ox* can plough all that is required.

COMPARATIVE AVERAGE YIELD OF WHEAT in Manitoba and the best wheat raising States in America are as under:—

Manitoba	-	-	30 bushels per acre.
Minnesota	-	-	17 " " "
Massachusetts			16 " " "
Pennsylvania	-		15 " " "
Wisconsin			13 " " "
Iowa			10 " " "
Ohio			10 " " "

BARLEY.

Next to wheat in importance is barley, which is often sown as a favorite alternative. The kind most frequently raised is four-rowed, but any does well. Two bushels of seed per acre is generally sown. Thirty-five bushels per acre is the average yield, but as high as 40 and 50 bushels is often obtained, and even 60 bushels is known to have been raised. The general weight is from 50 to 55 lbs. per bushel. The grain is of excellent quality, has a fine color, and is unsurpassed for malting; the cool, dry period of the ripening season producing a plump and well-filled grain. The comparative average yield is as under:—

Manitoba	-		35 bushels per acre.
Minnesota			25 " " "
Iowa	-		22 " " "
Wisconsin	-	-	20 " " "
Ohio	-		19 " " "
Indiana			19 " " "
Illinois	-		17 " " "

OATS

Is peculiarly a northern grain. Only in a comparatively cool climate does it attain solidity and yield the return which remunerates the labor and cost of production. The rare adaptation of the climate and soil of Manitoba is shown, not only by the large yield, but by the superior quality of the product, its weight being much larger than in the United States. Two bushels per acre of seed is the amount usually sown. The average product is from 40 to 55 bushels per acre. One hundred bushels per acre is known to have been raised. A comparison of averages gives this result:—

Manitoba			47 bushels per acre.
Minnesota	-		37 " " "
Iowa	-		28 " " "
Ohio			23 " " "

A stool of 92 stems, the product of a single grain, was exhibited in Winnipeg by Mr. Thos. West. On one of the stems 121 grains were counted.

PEAS

Will always be a heavy crop, the soil and climate being thoroughly adapted. Russian blue and the small white varieties are those most generally cultivated. A little over two bushels per acre are sown, and the average yield is from 30 to 50 bushels.

GRASSES.

The natural grasses are very nutritious, and cattle can be wintered without any coarse grain. It is not customary to feed any grain except to milch cows or stall-fed animals. The usual yield of prairie grass when cut into hay is an average of from three to four tons per acre. It usually grows about five or six feet high, and, although coarse, is very nutritious. Timothy and clover both do well. With a machine for mowing, the cost for cutting and stacking does not exceed 8s. per ton.

A farmer, who removed from the Province of Quebec, and is now living at Morris, about midway between Winnipeg and the United States frontier, wrote on July 1st, 1879 :—

“I wish you could see the prairies as they are now. There is a great variety of grasses. There is a red top that looks like our red top, which grows where the land is very wet, and is very tall and fine. It would make first rate hay, but the land where it grows is too wet to cure it on. The handsomest sight, however, for hay, is a mixture of wild pea or vetch, and a fine kind of wild grass. It is between 2 and 3 feet high, and so thick and even all over that I do not think a ball would fall to the ground through it. The pea is a dark green, and the grass a pale green. To look over such a field of thousands of acres, is a sight that cannot be seen anywhere except on a prairie. On the dry prairie, the grass is short. There is a good deal of vetch and rose bush short and fine, almost like clover, and weeds, with here and there scattering spears of coarse wild grass, spots of wild flax, and many other kinds of plants. This is the best time to judge of the wetness or dryness of the land. The hay is a sure indication. If you see a red top, you will find water or very moist land; if it is a rush or rough head wild grass, the land is wetter; and where it is white or pale-top tall grass, it is as well to keep cut.”

Owing to the light rain-fall the uncut grass is almost as good as hay when the winter sets in, which it does without the heavy rains of the east. This grass remains good all winter as the dry snow does not rot it. In the spring the snow leaves it almost as good as ever, so that the cattle can eat it until the young grass appears. From five to six months is about the time cattle will require to be fed, and shelter will altogether depend on the farmer.”

MR. HUGH MCLEAN, (the delegate last year from the Kynntyre Agricultural Society, selected to visit Manitoba,) in his report says: “We arrived at Mr. J. W. Johnstone’s farm on the Boyne, who settled in Manitoba in 1870 on this farm; and

he gave the following information. "Since he came to Manitoba his wheat has averaged 32 bushels per acre, but he has thrashed it at 52 bushels and at 60 bushels, and five years ago at 48 bushels. Last year it was 20 bushels. He sows 1 bushel and 3 pecks to the acre.

"As to oats, he considers this the best of countries for oats, which weigh 42 lb. per bushel, and produce 70 bushels per acre. He has known, at Headingly, a field of ten acres produce 1,010 bushels, or about 100 bushels per acre.

"Barley weighs from 48 to 52 lb., and an acre produces from 50 to 60 bushels. Finds a market at Winnipeg, which is sixty miles distant from this. He grows no Indian corn. Price of barley last year, 60 cents; oats, 50 cents; wheat, 1 dollar; potatoes, 50 cents per bushel; butter, 25 cents per lb., pork, 10 cents.

"The system he adopts is: Starts ploughing about 15th June, and breaks land till 15th July. Leaves it lying till following fall. This ploughing is as shallow as possible—say 2 inches—and from 12 to 14 inches broad. In the fall he back-sets it—that is, ploughs it the same way, being 3 inches deep and 12 to 14 inches wide. He harrows it in spring, and sows it with broadcast seeder. He has a 10-horse power thresher; charges 4½ cents for threshing wheat, 3½ for barley, and 3 for oats. Sows timothy and white clover. Timothy is a splendid success; has one piece which he cuts in July, and expects to cut it again before winter. Mangel-wurzel does well, and so do turnips; also onions, carrots, gooseberries, currants and rhubarb. Buckwheat grows well, so do cucumbers, melons, squashes, and strawberries."

"The soil is black vegetable mould and clay bottom. The water is spring water. The water is good in the Boyne settlement. He says the heat, even when the thermometer is at 80°, is not felt so much as in Ontario, as there is always a fresh breeze. Although very cold in winter, he says that cold is more endurable than in Ontario, there being less changeable weather in Manitoba. He spoke of the Indians dying in the spring of the year from consumption, but attributed this to their being careless as to keeping their feet dry.

"He has seven cows and three teams of horses. I took samples of oats and wheat. He has one crab-apple tree bearing fruit, of which he is very proud. Mr. Johnstone added; 'In Ontario all I could do was to make a living; here I have made money.'

"We started on the morrow for Nelsonville, but were overtaken by Mr. Inman, of the Boyne, who owns 800 acres of land there. Mr. Inman spoke of a blue flower that always indicated, by its presence, good water. He mentioned that he paid 10 dollars for 160 acres, and got 160 acres for pre-emption price. He bought scrip for the balance. He has 60 acres in crop.

"His wheat will average 30 bushels per acre, 60 lb.					
„ Oats	„	40	„	„	34 „
„ Barley	„	30	„	„	48 „
„ Potatoes	„	250	„	„	60 „

"He stated that he does not make butter, but rears cattle. The price of wheat is 1 dollar per bushel; oats, 65 cents; barley, 60 cents; potatoes, 25 cents in the fall and 50 in the spring; butter, 20 cents. Young cattle can be bought in the fall for from 7 dollars (£1 8s.) to 10 dollars (£2) per head. Hay can be made here, deducting expense, tear, and wear, for 1 dollar (or 4s.) per ton. Two tons of hay, with some straw, will winter a yearling well. A three-year-old steer is worth from 35 dollars (£7) to 50 dollars (£10)."

MR. PETER IMRIE, the delegate from Mary Hill, Lanark, who also visited Manitoba, says:—"The Red River Valley, in which Winnipeg is situated, is covered to a depth of probably over two feet on an average, with the richest soil I saw in all my travels. But a very large proportion of it is too wet for cultivation. These boggy parts yield heavy crops of hay—rather coarse-looking stuff, but undeniably nutritious, and not distasteful to the beasts. It is an open question whether these wet tracts will admit of being thoroughly drained, owing to the extremely level character of the valley. I feel pretty sure that tile drains will not do at all events, both because of there being too little fall, and because of the severity of the frosts, which will go deeper than the tiles could be put, and would be certain to disturb them seriously. I fancy therefore that open drainage is the only kind practicable, and this is already being taken in hand by the Government. The plan of the Government is to cut good sized ditches at right angles to the rivers, and to let the settlers drain their lands into these, by means of plough furrows, or shallow open drains. Fortunately the soil is well suited to this sort of drainage, for it has been found that once a ditch is cut and set running, it has no tendency to fill up, but rather wears gradually deeper and wider, so that in time these Government ditches will no doubt become small rivers. These ditches

will of course require to be paid for by means of taxation. If the Red River Valley land can be drained at anything like a small figure, I have no doubt it would pay to do it even just now, as when dry, **it is undeniably the best wheat land on the American continent.** In any case, it would pay to drain it some day, no matter what the cost ; though of course it would be foolish in the Government, or any individual proprietor, to lay out any heavy expenditure on it just now, while there is yet abundance of nearly as good land dry and ready for the plough in the immediate neighbourhood.

“As for the naturally dry land of the Red River Valley in Manitoba, all I can say is that there is nothing like it. The wheat crops which it produces do not, it is true, show such an average as would be considered great in England ; but that is not the fault of the land. I suppose the farmers find that it pays them better to till a big breadth badly than a small breadth well. At all events that is what they seem inclined to do. But withal, the extent under cultivation is still insignificant in comparison with what is lying in its natural state.

“About forty bushels to the acre is the best yield of wheat I came across, even in the Red River Valley ; and I doubt if the average this year would be much over half that, owing to the exceptionally late and wet seeding-time. But with really careful management, including a little manure and an occasional fallowing, I cannot but think the average wheat-yield of dry land in the Red River Valley should reach fifty bushels, or even more than that, in the northern half of the valley. The further south you go the land loses in strength and gains in dryness, until away far south, in the states of Minnesota and Dakota, it becomes quite sandy. All Manitoba, however, is strong enough.

“There is a large tract of generally dry land from Poplar Point to Portage la Prairie, or say from forty miles west of Winnipeg, onwards to seventy miles west of that city. I would almost venture to say that, take it all over, there is not a better tract of land than this, and of equal extent, in all Manitoba. The value of land in this quarter is a thing not easy to fix. Some men seek as high as 15 dollars per acre, while others, with equally good land, would sell it at half that, or even less. This district is already penetrated by the Canadian Pacific Railway.

“Of course there is no free grant land now obtainable here, so that it may not suit emigrants of small means ; but, for men

with £1000 or upwards of capital, I incline to think it is worthy of attention. Its better situation and its higher quality render it all its price more valuable than the lands of the Far West. Wood and water are also pretty easily procurable hereabouts. As a result of a good deal of inquiry, I believe wheat can be produced in this quarter at 2s. per bushel just now; but, with the natural development of facilities, it may probably become practical to produce it profitably at even a lower figure, the land wants so little labour and so little manure. When the new railway is ready, as it will be very soon, it will be easy to deliver this wheat in England at about 1s. 6d. per bushel; so that once Manitoba gets fairly set agoing, it is hard to see how wheat in England is to average over 3s. 6d. per bushel.

“But it will take time to come to that. For the present, farmers in Manitoba have so little capital in comparison with the extent of their lands, that only very trifling areas get put under crop. There can be no mistake, however, as to the merits of the country for wheat-growing. No part of the United States (so far as I have seen or heard), nor Ontario, nor Great Britain, can possibly compete with it, taking land at its present prices in Manitoba and in these other places respectively; so that, once the wheat-growing capabilities of Manitoba are extensively utilised, the value of wheat-growing land in these other places must seriously deteriorate.

“Wet land in the Red River Valley is not worth over two dollars per acre; half that would be as much as it would bring if far from Winnipeg or from the new railway.”

Mr. Archibald, the well known proprietor of the Dundas Mills in Southern Minnesota, visited Manitoba. He remarked that the spring wheat in his country was deteriorating, softening, and he sought a change of seed, to restore its flinty texture. He timed his visit to Winnipeg with the harvest, and found the quality of grain he desired, but the yield astonished him. “Look,” said he, with a head of wheat in his hand “we have had an excellent harvest in Minnesota, but I never saw more than two well-formed grains in each group or cluster, forming a row, but here the rule is three grains in each cluster. That’s the difference between 20 and 30 bushels per acre.”

FALL PLOUGHING.—Immediately on the harvest being secured, no time should be lost in ploughing the land and preparing for next year’s crop—the land that was broken in June and July is now “back set,” viz., the furrow turned back into its original position, but taken deeper than before, this time five

inches in place of two inches, and left for the action of the winter's frost, which sets in often before the farmer has all he could have wished done, even although he lose no time. Many farmers, regardless of the ruinous consequences, leave their ploughing, and thrash out their grain immediately after harvest, and find themselves when frost sets in with little or nothing to do. It is clear that when only two months are suitable for ploughing in spring, and often less than that in the fall, it must be a loss to do work these seasons that could stand over to another time.

Manure is not required for the land, which in many places has produced wheat crops for years in succession, without any artificial assistance to the soil. Mr. Loucks stated to a Committee of the House of Commons, in 1878, that when he first went to Manitoba he leased a farm in the old Red River settlement, which had been the residence of a Mr. Monkman for 70 years, and on which 52 crops of wheat had been raised without the aid of any artificial means to keep up the quality of the soil, even the byre manure having been turned into the river. The first year of Mr. Louck's occupancy he had magnificent crops, his wheat averaging 26 bushels to the acre, peas and potatoes yielded immense crops. The next year he produced 352 bushels of potatoes from 10 bushels of seed. He says:—

“I put in mangolds, carrots, turnips, blood beets, celery, potatoes and corn, all in the same field, which I had fall ploughed the previous year. The mangolds I had were immensely large. The blood beets which I put in as I had been accustomed to do in Ontario, were also very large and yielded wonderfully. The carrots were very large indeed, and very prolific. I did not measure the turnips as they were so plentiful, but I threw them in a heap and they occupied one-half of a large barn. I never saw anything to excel the celery. I planted it in the field simply in the natural soil. The corn that I took from Ontario and planted there, ripened, it was fine green corn, a large variety of sweet corn, as well as a smaller variety of our common Canadian corn. I was led to believe that these kinds of corn would not ripen, because they have a small Indian corn, 4, 5 or 6 inches in length, in the country. But what I took there ripened and yielded.”

Mr. Broderick, a delegate from Hawes, Yorkshire, visited last year Manitoba, and mentions calling on a farmer living near Poplar Point, who told him one of his fields had been cropped seventeen years when he bought it. He grew the

eighteenth crop, and it yielded forty bushels of wheat per acre. The same field has not yet been manured, and this year had a fair crop of wheat. But he does not think his wheat has averaged quite 30 bushels per acre since he came. He thinks that by manuring, and with the high cultivation as practised in England, there would be no difficulty in averaging 40 bushels of wheat per acre. He had a few good roots, and a patch of clover which he sowed when he first came, and which has grown ever since: he thinks clover and timothy (our fox-tail) will stand the climate very well. His soil is from a foot to two feet thick.

PRICES OF CATTLE IN WINNIPEG.—Fair grade two-year-old heifers, from £4 to £5 each; fair grade three-year-old heifers, spring down, £5 to £7: cows in calf, or with calves running with them, £6 to £10: working oxen, £20 to £30 per span; fair good horses, £20 to 30 each; ponies, £6 to £15—average about £10. Beef is worth 3d. to 4d. per lb. in the carcase: mutton about 5d. per lb.

COST OF BUILDING.

Of course it depends altogether on the means the settler finds himself in possession of when he has arrived at and secured his land, but as a rule on the new prairie lands of the North-west for the first few years, the houses are not of a substantial kind, being at first huts, log houses or frame. In the course of time these give way to brick or larger wooden houses. Farm houses, suitable for a family of four, can be put up at a cost of from £30 or £40. A more comfortable house would cost as follows, the work being chiefly done by the settler:—

4,000 feet common lumber, at 30 dols	£24 0
4,000 shingles, at 6 dols	4 16
Nails, &c.	5 0
Sheathing paper (to make air tight)	6 0
Doors, windows, &c. -	7 12
For contingencies, say	5 12
	<hr/>
	£53 0

It would be 16 by 20 ft. inside, contain a living room 13 by 16. bedroom 7 by 12, pantry 4 by 7, on the ground floor, with stairs leading to the attic. The house would need five windows, one outside and two inside doors.

The eaves should project a foot or more, to carry the rain from the sides of the building; until bricks can be obtained for the chimney, a joint of stove pipe will serve instead, only great care should be taken to protect the surrounding wood from taking fire. The house should front towards the east or west. The winds prevailing in Manitoba are from the north, and south-west. Easterly storms do not often occur. In building the house, oaken posts at each corner, five to six feet in length, and eight or ten inches in diameter, should be sunk into the ground nearly their full length, and the sills spiked firmly to them. This, with proper bracing, will give sufficient firmness to the structure against the strong winds which often prevail on the prairie. In the autumn, it should be well banked round with manure or earth, with battened walls. Such a house is very warm and will give good accommodation, till the owner is in circumstances to replace it with one of more ample dimensions.

The cheapest way of starting to put up a house, get furniture, oxen, plough &c., is as follows:—House 16 by 18 feet built of single boards, covered with shingles, unplastered and having only two doors and windows, will cost £10. The work he can do himself. For winter this can be made warm enough by building a sod wall outside of the boards. Furniture, consisting of a cooking stove, crockery ware, half dozen chairs, one table and two beadsteads, will require about £8. To work his farm, a yoke of oxen, plough, wagon, £45. If he begins in the spring, he can grow corn, potatoes, and garden vegetables for the first season, but will have to buy flour,—for a family of four persons, groceries, cow, fuel, £20. Add, for two or three hogs, hoes, shovel, rake, scythe, and other incidentals, £10, in all £95 to £100. When not working on his own farm, he can find plenty to do working for neighbours, or on the Canadian Pacific Railroad.

There is a flourishing Settlement of Russian Mennonites settled near Winnipeg, and their method is thus:—

In forming a Settlement they group together in villages, build their houses and outhouses on each side of the road, a few rods apart, in rows. They then plant rows of ornamental trees, fence in a garden and yard, the other portion of the farm being left unenclosed. They divide up four or six sections into quarters, and twenty to thirty families will comprise a village. A herder is engaged for the village, who takes care of the stock, drives all out to pasture after milking, takes care of the crops during the day, and encloses the cattle in yards every night. After the buildings are erected, the Mennonites require little or no timber. They

construct an oven of dried clay, generally between the partitions of their dwelling, in order to heat three rooms. The oven is two feet wide, a similar depth, and six or seven feet high, with metal plate inserted for baking or cooking. These ovens are heated with hay or straw in a short time. When the bricks once become heated they will keep the apartments warm a whole day. For winter use and cooking, they prepare a mixture of manure and earth cut up like turf or peat, then dry and stack it. It burns well.

The Mennonites settled on prairie lands without wood, which has been rejected by all English speaking people, but they have found no inconvenience from the want of it and they are now very prosperous.

COST OF FENCING.

The next item on the farm is outbuilding and fencing. On new land, not a Cattle Farm, ordinary stabling can be put up for £10 or £12 for two horses, two cows, &c. A lean-to is generally all the shelter cattle get in the winter, but this exposure of cold cannot add to their growth.

Fencing is generally made of barbed wire, except on wood lands, when it is of board or rail. In wire, posts costing 6d. are put down, one post to the rod, then one, two or three lines of wire fastened on with staples.

The number of lines of barb fencing to be used, must be decided in each case by the special object to be accomplished by the fence.

One line of fencing, $3\frac{1}{2}$ feet from the ground, will turn cows, oxen and horses.

Two lines of fencing, 21 inches from the ground and from each other, will turn smaller cattle as well as the last named.

Three lines of fencing, the lowest twelve inches from the ground, the next 24 inches, and the third 42 inches from the ground, will of course accomplish all named above, and make a thoroughly good and substantial farm fence.

Four and five lines of fencing are frequently used when some special object is in view, such as excluding dogs, hogs, poultry and other small animals; in which cases the lower lines are placed nearer the ground and to each other than are the upper lines. Say the lowest line five inches, the next 12 inches, the next 22 inches, the next 48 inches from the ground.

Other kinds of fencing cost as under :—

Narrow Slat Picket Fence	£1	per rod.
Wide Slat Picket Fence	£1 to £1 5s.	„
Common Stone Wall	11s.	„
„ Four Board Fence	4s.	„
„ Split Rail	3s.	„
Steel Barb Fence, four wires	3s.	„
„ „ „ three „	2s. 3d.	„
„ „ „ two „	2s.	„

COST OF WHEAT AND TRANSPORTATION.

As shown in a former chapter the estimated cost of raising wheat in Manitoba and the North-West, without taking the cost of the land, if not free grants, into consideration, is 27 cents or 1/1 per bushel, or at the most 30 cents or 1 3 per bushel of 60 pounds 8s. or 10s. per quarter. Taking the highest cost 30 cents or 1/3 per bushel, or 10s. per quarter and, adding 10 cents. for delivery from the farm, it would cost—

Delivered in Winnipeg -	40 cents.	= 1s. 8d.
Freight to Thunder Bay	15 „	= 0s. 7d.
Thunder Bay to Montreal -	13 „	= 0s. 6d.
Transportation in Montreal -	2 „	= 0s. 1d.
Ocean freight to Liverpool -	15 „	= 0s. 7d.
Insurance and Incidentals -	5 „	= 0s. 3d.
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Per Bushel -	90 cents.	= 3s. 8d.

Thus making the cost of raising and freighting from Winnipeg to Liverpool, the Manitoba wheat 29/4 per quarter. The following is the average price of wheat per quarter since 1876 in England :— 1876, 46/2 ; 1877, 50/9 ; 1878, 46/5 ; 1879, 43/10 ; 1880, 44/10 ; and the average for March, 1881, 44/7. It is generally admitted that the English farmer cannot raise wheat at a cost of less than 46/ or 47/6 ; so that at the present price, or the average of 1880, he is losing 3s. or 4s. per quarter raising wheat, while the Manitoba farmer, at the lowest calculation, can make a profit of 10s. or 12s. per quarter. The improvement in building steamers—large carriers—with little expense tends each year to lower the cost of carrying grain, making the cost of delivery still less of foreign wheat.

If it be said that the delivery of wheat so produced would be ruinous to the British farmer, it may be answered that it would be sold only at the market price, as now, but with this important

difference between it and foreign wheat, that it was grown by British labour on British soil, and that the profits on its sale would accrue to the British taxpayer. There can be no question but that the immense imports of American wheat into British ports of recent years, coupled with deficient harvests, have greatly discouraged British agriculturists. They feel that land, stimulated by artificial manures, and costing an annual rental of from 30s. to 40s. per acre, cannot compete with virgin soil costing in fee simple but a nominal sum. It is true that the yield per acre of wheat lands in England is greater than in any other part of Europe, averaging about 26 bushels per acre, which is greatly in excess of the average yield of North American lands; still, in the face of increasing imports, the average wheat cultivation in England of three millions of acres is likely to decline. This does not necessarily imply a permanent reduction in the value of English lands, but merely a change of products. In the colonial times, over a hundred years ago, wheat was extensively grown in the valley of the Connecticut River, in New England; and less than fifty years ago the Genesee Valley, in the State of New York, was celebrated for its wheat. Now its cultivation is almost abandoned in these districts, for they cannot compete with the western prairies. Still the lands are more valuable than ever, for tobacco, fruit, and other products are now profitably cultivated on the former wheat fields. In England similar changes must occur with the growth of population. She is likely to become a *gardening* rather than a farming or stock-raising country. Thus the decline of wheat culture is more likely to increase the value of British lands rather than to lessen it.

While England thus pays vast sums to strangers for natural products, the wages to produce which in no way benefit her own people, she has, on the one hand, an immense home population, insufficiently employed; and, on the other hand, accessible territories suitable for the production of all the food and raw materials that she can possibly consume.

The problem for British statesmen to-day is, how to utilise those resources so as to benefit the nation, and make the Empire absolutely independent of foreign countries for its vital supplies, in peace no less than in war.

Hitherto the great colonies have been peopled through the necessities of the individual emigrant. Badness of trade, failure of crops, or personal misfortune of various kinds, have induced persons in the Mother Country to emigrate. They brave the ocean passage, and the greater risk of obtaining employment or finding a settlement under new and often uncongenial circumstances.

Within fifteen days of Liverpool there is an unlimited area of fertile prairie land, as yet uncultivated, belonging to Canada. In less than five years this territory could supply the whole British market with grain, of a quality unsurpassed in the world. All reports by competent judges concur in the opinion that the great fertile belt of British North America—stretching westward a thousand miles from Red River—will in time become the wheat-field of the world. In a few years it will have railway communication with the seaboard, as well as unequalled water highways. It, therefore, only requires labour and capital for its development, and for placing the entire British people, who are its inheritors, in complete independence of all foreign food supply.

CAPITAL REQUIRED.

Settlers can by hard work obtain a home for themselves by taking up Government land as a homestead, but they will have to go 150 miles beyond Winnipeg to find any good free grants. They will then, in addition to the land entrance fee of £2, have to provide themselves with provisions until they secure the first crop, which is generally a year, as shown before in these pages. The cheapest amount a man, (after getting free grant land,) can put up a shanty and get furniture, cattle and provisions for a family of four persons is £95 to £100. Still he has six months to earn good wages by working on railroads or for farmers, besides tilling his own land. Many a man has commenced without any means, but the English Settler should possess a little.

A man with £200 can purchase 160 acres for 4s. an acre on easy payments, can establish himself very comfortably, and rapidly become independent, and the owner of his land in fee. With £400 he can purchase 160 acres, at no great distance from railroad and settlement, at 10s. an acre, and provide himself with a reasonably comfortable house, barn, stable, pair of oxen, cow and pigs, ploughs, harrows, and all that is necessary to give him a fair start and a certain competency and a happy home for the future.

The taxes are of course much less than either in the United States or Great Britain, in fact almost nominal at present.

Of course the more investment, the better the result; but with £500 a man with a family can establish himself comfortably on a farm solely belonging to himself, and without any rent to pay, or household obligations of any kind, and which is his property in fee for ever, for a sum which will not equal the average per acre of rent and taxes payable in Great Britain *annually* for a farm of equal size. He can do this for less by taking up a homestead and

pre-emption right from the Government. If he buys land, either from Government or from private parties, his payment of say £1 an acre, will be spread over at least seven years, the annual amount due being paid out of the surplus earnings of the farm, and being practically therefore not felt as an item in his ordinary annual expenditure.

With £2,000 he could purchase and bring rapidly into cultivation 800 or 1,000 acres, providing himself with a house, and his cattle with necessary shelter. He should depend on stock paying as much as his tillage and crops, and might start with a strong herd of young, growing cattle, or commence breeding them. Good working oxen are worth £20 per pair, and in three years will be growing into big animals. They must be sheltered during winter, but no elaborate buildings are required, simple sheds of rough timber being sufficient. Any quantity of prairie hay may be had for the mowing, and summer food gratis for years to come.

Mr. GEORGE BRODERICK, of Yorkshire, says, in his report on Manitoba :—" With regard to the capital required to make a start in farming, it is generally considered that a man with a clear £100 when he gets there can make a good start on the free-grant lands, and instances are not unknown where men have started without anything—they have taken up grants, built houses and cultivated a little to keep up their claim, and have worked for wages in the meantime. But I should certainly advise anyone to take all the capital he can lay hold of, the more the better, and if they have more than they wish to invest in farming, it can be let on good land security at 8 or 10 per cent. interest.

" A settler will find difficulties to contend with during the first two or three years. After that, and when he has got accustomed to the country and its ways, he may live as comfortably as he can here. If he be a man without much capital and takes up free-grant land, no matter how good that land is, it is in the natural state without house or fences, and as there is really no money actually scattered about on it, it stands to reason that he cannot get anything out of it without spending a considerable amount of labour. There is a house to build, but this at first is built of wood, and is put up very quickly, especially if he can get a native Canadian or two to help him, which they are always ready to do; they understand building wood houses, and if they have the wood got to the place they will erect a decent house in a week. The first year he does not get much crop off his land, and he spends it principally in breaking, that is ploughing the sod up two inches thick in the spring, and back-setting about four inches deep in the autumn if he is going in for

ploughing. If he is going to raise cattle he will be building sheds, stacking hay, etc. But when he has been on his farm three years, got a neat house and cattle-sheds, with a good stock or a lot of land under crop, he may live very comfortably, and will have no harder work than here. His 160 acres of land that he got for a £2 fee, and his 160 acres pre-emption that he got for eight or ten shillings per acre, will in all probability be worth £1 or £1 10s. per acre, and thus he will have made £320 or more, independent of his crops, in three years. His land is his own absolutely, he has no rent to pay, and very light taxes. A man with more capital, of course, can do greater things. All this depends upon the man himself. If he is not prepared to face a few hardships and a little isolation at first, he will never like the North-west; but perhaps he would never like anywhere. A requisite quality to fit a man for emigration to Canada is the power of adaptability to circumstances. Everything is a little different to what it is at home, and there are many new things to learn. The best plan for an immigrant is to make the acquaintance of a few old farmers, who will teach him anything he requires.

“One of the worst difficulties the immigrant has to contend with at first is the bad roads which in spring are very soft, and in some places almost impassable; but it must be borne in mind that there are no highway rates, and that as the country gets settled and divided into municipalities, the roads are sure to be seen to—now its nobody’s business. There is a great difference of opinion as to which is the best time of the year to go; early spring would be the best but for the difficulty of transit; but on the whole I think August is the best, at any rate for those that have money.”

Mr. JAMES BIGGAR, delegate from Stewartry of Kirkcubright gives us his opinion:—“On the whole, I was favourably impressed with Manitoba, and the other delegates whom I met expressed the same opinion. No one who sees the immense extent of fertile soil and the excellence of its products can doubt for a moment that there is a great future before that country. Nearly every one we met who had seen anything of the North-west spoke of it in glowing terms; and though it is necessary to allow considerable discounts on the statements of those who have not much experience in agriculture, we were satisfied that settlers with industry, experience, and some capital could not fail to do well. A man with £100 can make a start on a homestead; a man with £200 to £300 can start well; but as a rule men with more capital have the best chance. Stock do well, but require shelter and hay in winter.”

COAL.

Referring to the vast and inexhaustible coal beds of the Saskatchewan, Sir William Armstrong, some few years ago, raised the question in the Old Country, of the possibility of the coal mines of England becoming after a time exhausted. The question was widely discussed at the time, and all became thoroughly convinced of what paramount importance to a country's prosperity were the coal fields.

From Geological reports, and the Engineer's surveys, the Saskatchewan district possesses one of the largest coal fields in the world.

Except in some sections of the country, remote from railways or navigable rivers, wood will not long be requisite for fuel. Coal has long been known to exist in great quantities, and the work of the Geological Survey has demonstrated that North Western Canada possesses the most extensive known coal field, containing sufficient to supply the whole world for many years. It is estimated on reliable data that the coal area of the North-West is not less than 500,000 square miles, with an average breadth of 280 miles. On the north branch of the Saskatchewan River thick beds extend for hundreds of miles, cropping out at the river's banks. This coal has been used at Prince Albert for blacksmithing, and is being consumed this winter at Edmonton and other places for household purposes. On the Pembina River, further west, there is a seam 10 feet thick, of first-class quality. On the Battle River, coal is found in large quantities, and on the Red Deer River there are extensive deposits, some of the seams being 12 feet thick. In the Souris District a large coal region will soon be opened. At present Mr. Hugh Sutherland is taking coal from his mines at the Junction of the Souris and Assiniboine Rivers to Winnipeg, and as soon as barges are built, a large amount of coal will be brought into Winnipeg.

WOOD.

Many sections of the farming lands in the North-West are bounded by large belts of poplar, oak and ash, and in many places tamarac and spruce are found in large quantities. A number of saw mills are already in operation. Many more will be erected this season, and a plentiful supply of sawn timber for building and other purposes is assured. In the Peace River district, to the far north-west of the territory, Professor Macoun, the Government Botanist, says five-sixths of the timber is

poplar, and is invariably a sign of dry soil and good land. Balsam poplar is very abundant on the islands in all the North Western rivers, often attaining a diameter of from six to ten feet, even in the extreme north. White spruce grows to a very large size on all the watersheds and the slopes of the south bank of the Peace River, on islands in all the rivers, and very abundantly on the low lands west of Lake Athabaska. Professor Macoun often saw it over three feet in diameter; but the usual size is from one to two feet. Banksian pine occurs at Lake Athabaska, and is abundant as the north branch of the Saskatchewan River is approached from the north. White birch is abundant on the Athabaska and Peace Rivers. Much of the lumber and building timber used in and around Winnipeg is still rafted from Pine River and from Red Lake County, Minnesota. The Georgian Bay and northern Ontario districts of Canada also supply large quantities. The early completion of the Canadian Pacific Railway, however, between the Lake of the Woods and the Red River, will open up a field from which an abundant supply of the best pine lumber may be obtained. Mills are now under construction at Rat Portage for the manufacture of lumber specially for the Winnipeg Market.

REGULATIONS FOR TAKING UP LANDS.

The settler having arrived at Winnipeg, and made a selection of the part of the country he intends proceeding to, will, if for Free Grant Lands, first call on the Government Land Agent of the sections (whose names are given) and see what lands are vacant, and at once go and inspect them. The following extract from the "Dominion Land Guide Act" will be found useful for his guidance:—

FREE GRANTS AND HOMESTEAD RIGHTS.

"Free grants of quarter sections, 160 acres, are made to any male or female who is the head of a family, or to any male not the head of a family who has attained the age of 18 years, on condition of three years' settlement, from the time of entering upon possession. A person entering for a homestead may also enter the adjoining quarter section, if vacant, as a pre-emption right, and enter into immediate possession thereof, and on fulfilling the conditions of his homestead, may obtain a patent for his pre-emption right on payment for the same at the rate of one dollar per acre. When two or more persons have settled on, and seek to obtain a title to the same land, the

homestead right shall be in him who made the first settlement. If both have made improvements, a division of the land may be ordered in such manner as may preserve to the said parties their several improvements.

“ Questions as to the homestead right arising between different settlers shall be investigated by the Local Agent of the division in which the land is situate, whose report shall be referred to the Minister of the Interior for decision.

“ Every person claiming a homestead right from actual settlement, must file his application for such claim with the Local Agent previously to such settlement, if in surveyed lands ; if in unsurveyed lands, within three months after such land shall have been surveyed.

“ No patent will be granted for land till the expiration of three years from the time of entering into possession of it.

“ When both parents die without having devised the land, and leave a child or children under age, it shall be lawful for the executors (if any) of the last surviving parent, or the guardian of such child or children, with the approval of a Judge of a Superior Court of the Province or Territory in which the lands lie, to sell the lands for the benefit of the infant or infants, but for no other purpose ; and the purchaser in such a case shall acquire the homestead right by such purchase, and on carrying out the unperformed conditions of such right, shall receive a patent for the land, upon payment of the office fees, \$10.

“ The title to lands shall remain in the Crown until the issue of the patent thereof, and such lands shall not be liable to be taken in execution before the issue of the patent.

“ If a settler voluntarily relinquishes his claim, or has been absent from the land entered by him for more than six months in any one year, then the right to such land shall be forfeited.

“ A patent may be obtained by any person before three years, on payment of price at the date of the entry, and making proof of settlement and cultivation for not less than twelve months from date of entry.

A homestead law is in force in Manitoba, by which the settler is well protected. It exempts from seizure the debtor's ordinary furniture, tools and farm implements in use, also one cow, two oxen, one horse, four sheep, two pigs and the food for the same for thirty days, and the land cultivated by the debtor,

provided the extent of the same be not more than 160 acres, in which case the surplus may be sold, with privileges to first mortgagees. The house, stables, barns, fences, on the debtor's farm are declared free from seizure by the virtue of all writs of execution issued by any Court of the Province. No limit is placed on the value of the farm or home thus secured to the family, whatever its value may become. Occasionally, no doubt, the exemption is taken advantage of by unscrupulous debtors, but the slight disadvantages in this respect are not comparable with the great advantages it otherwise confers.

SPECIAL CAUTION TO SETTLERS.

It may save a great deal of trouble if immigrants will be careful not to settle on sections 8 and 26, these being Hudson Bay Lands; or on sections 11 and 29, these being school lands. The Dominion Lands' Act specially sets aside these reserves, and they are not open to the public as free lands.

The Dominion Government some years ago obtained an Act to encourage Immigration, by which it was provided that persons advancing money to pay the passage of immigrants and place them on homesteads, to erect buildings, to furnish them also with the necessary farm implements and seed grain, and with food sufficient to carry them over till they were able to obtain a crop, would be secured in each case to the extent of 200 dollars, equal to £40 with interest thereon at the rate of five per cent. per annum till paid, by the same being made a lien on the homestead of the immigrant, and that no patent for the land should be granted by the Crown till such sum and interest had been paid. This provision was however not taken advantage of to any extent, and upon the adoption of the system of alternate homestead and pre-emption lands and railway lands, it was repealed. As the proposal to assist settlers on their giving security seems to meet with general favour in England, the Canadian Government intend to introduce a measure which will doubtless become law, extending the provisions of the repealed Act so as to secure repayment of any moneys advanced for the purposes above mentioned.

Under the conditions of the Homestead Law three years' occupation of the land is required in order to entitle the settler to

the full ownership of the same, but the settler may be absent from his homestead for six months in each year of the said period, and where the man's family remain on the land and work it to a reasonable extent (which may well be done where there are children of sufficient age), the head of the family may, if he chooses, work away from home throughout the whole of each year.

The average wages paid at the present time to men working on railway construction in that country are 6s. per day, out of which they pay for board 2s. per day,—12s. per week, leaving them nett 4s. per day for their labour.

GRAZING LANDS.

Unoccupied Dominion lands, outside the railroad belts, may be leased to neighbouring settlers for grazing purposes; but such lease shall contain a condition making such land liable for settlement or for sale at any time during the term of such lease, without compensation, save by a proportionate deduction of rent, and a further condition by which, on a notice of two years, the Minister of the Interior may cancel the lease at any time during the term.

HAY LANDS.

Unoccupied Dominion lands, situate as above, will be leased to neighbouring settlers for the purpose of cutting hay thereon, but not to the hindrance of the sale and settlement thereof.

HUDSON BAY LANDS.

The Hudson Bay Company under the Dominion Lands' Act own two sections of 640 acres in each surveyed township, or about 7,000,000 (7 million acres) of the North-West Vedes, nearly half a million of choice farming lots in various locations. The sections in each township that belongs to the Hudson Bay Company, are Nos. 8 and 26, and care should be taken by the intended settler he does not locate on those numbers. At the offices of the Company, at Montreal and Winnipeg, he can ascertain where they are and get all the information necessary.

A purchaser of a farm of 160 acres, at, say, \$4 an acre, will only require to pay \$80 in cash, and an equal sum every

year for seven years, with interest at seven per cent. per annum. A formal agreement is given him on the payment of the first instalment, which will be exchanged for a deed on the last payment being made.

OUTFIT FOR CAMPING, WHEN SEARCHING FOR LAND.

As the New North-West and Manitoba is but sparingly settled, except in a few locations, it is necessary when driving over the country looking up land, to camp out, which, except in very bad weather, is very enjoyable. The following description of the prairie land written by the Rev. A. Grant in his "Ocean to Ocean," will be found interesting, being his first impression of camping-out.

"On the first morning we looked out and beheld a sea of green sprinkled with yellow, red lilac, and white. None of us had ever seen a prairie before, and, behold, the half had not been told us! As you cannot know what the ocean is without seeing it, neither can your imagination picture the prairie.

"Our first evening on the prairie was like many another which followed it. The sky was a clear, soft unflecked blue, save all around the horizon, where pure white clouds of many shapes and masses bordered it, like a great shield of which only the rim is embossed. The air was singularly exhilarating, yet sweet and warm, as in more southern latitudes. The road was only the trail made by the ordinary traffic, but it formed nevertheless an excellent carriage road. Far away stretched the level prairie, dotted with islets of aspens; and the sun, in his going down, dipped beneath it as he does beneath the sea.

"Nothing could be more exhilarating than our rides across the prairie, especially the morning ones. The weather, since our arrival at Fort Garry, had been delightful, and we knew that we had escaped the sultry heat of July, and were just at the commencement of the two pleasantest months of the year. The nights were so cool that the blanket was welcome, and in the evenings and mornings we could enjoy the hot tea. The air throughout the day was delicious, fresh, flower-scented,

healthful and generally breezy, so that neither horse nor rider was warm after a fifteen or twenty miles' ride. We ceased to wonder that we had not heard of a case of sickness in one of the settlers' families. Each day was like a new pic-nic. Even the short terrific thunder storm of the day before yesterday had been enjoyed because of its grandeur."

In driving over the prairie, you would do well to provide the following articles, if you do not happen to have them :—

A tent, frying-pan, kettle to boil water, tea pot, water pail, axe, hatchet, butcher's knife, one or two plough lines and bedding, cups, plates, knives and forks, spoons, some wrought nails, a piece of leather (strong), paper of wrought tacks, some stout twine ; and your provisions as follows :—tea, sugar, salt, pepper, biscuits, ham, bacon or pork, flour, baking powder, butter, matches, summer medicine.

Get hobbles made for your horses to prevent their straying away from you at night. Hobbles are straps made to confine the fore-feet of the horse to prevent his galloping away. These straps are fastened on just over the hoof above the fetlock, the legs being allowed a play of about a foot apart. In this way the animal can only hop along, and cannot consequently travel any distance during the night.

Clothing should be loose, to allow free and full working of all the organs of the body, as well as for the passage of air. The material of winter clothing, which comes next the body, should be of wool. Easy boots should be worn. Two double blankets, wrapped and strapped in waterproof cloth 6 feet by 4 feet, to lay under your blankets will be found very necessary.

Before leaving your camping-ground, see the fire is safely extinguished as much damage often occurs from this carelessness.

WHO SHOULD GO ?

This is a question that is very important to know, and very much discussed before breaking up households and leaving the Old Country, and the opinion of a few of the Delegates sent out from Great Britain last year to report on Canada and Manitoba as a field for emigration, will be read with interest, as well as others of experience on the North-West. Mr. GEORGE HUTCHINSON, delegate from the Penrith Farmers' Club gives his opinion as follows :—

" When a man is doing well at home and sees his way to continue to do so, great caution should be used in advising him to emigrate ; but this I do say, that there are many farmers in England, especially those with little capital, who could improve their position by going to Manitoba, if they are not unwilling to undergo the hardships necessary to those who live in new countries. What capital would be required with which to commence to farm in Manitoba is frequently asked. The answer entirely depends upon surrounding circumstances. A young man without family, willing to work and save and rough it, would secure

himself a home in a few years, without almost any capital; he would have to work for other parties part of the time, and then hire help again in turn to assist in putting up a small house. After that he could plough and fence in a few acres for a crop in the following spring, and thus in a short time he might become comparatively an independent farmer. A farmer with a family desiring to start with a fair amount of comfort should not have less than £300; on the other hand a man may take considerable capital and start in a larger way. I have endeavoured to give you a fair idea of the advantages and disadvantages of the Dominion of Canada. I have tried not to hold out any visionary inducements for any one to go there, but rather to give a fair unvarnished account of the country as it presented itself to me."

Mr. H. W. CHAMBERS, M.P., of Stewarstown County, Tyrone, says:—

"I have no hesitation in recommending Manitoba and the Canadian North-West to my countrymen as the best place for a man to go to who wants to earn money and is not afraid to rough it for a time. He will have many discomforts for the first year or so, will be annoyed I dare say, by mosquitoes and black flies for about three weeks in the year, but even these pests give way before civilization, and will, I have no doubt, ere long disappear. I believe any man determined to work and push on, even though he has not a penny to start with, will succeed here, as wages are good; but the man who has £100 clear to begin with will do better, and the one that has £200 or £300 or more will do better still and be saved many discomforts. There are numbers in the North of Ireland, disputing about small pieces of land and paying large amounts for tenant right, who, for half the amount in Manitoba would become the owners of land one acre of which would be worth two of those they fight so much about."

Mr. ROBERT WALLACE, the Delegate from Nithsdale, says:—

"Then as to the class of men who should go out to Her Majesty's North American possessions I should say, in the first place, if a man is getting on at home, and sees his way to continue to improve his fortune, let him remain where he is 'and let well alone;' but if he cannot succeed, and is again starting, as it were at the foot of the ladder, by all means go, if he makes up his mind to rough it, and is possessed of energy and perseverance, and is not lazy or drunken; all these qualities are positively necessary for one going to a new country. A shiftless individual is of no use, and a lazy man is not a bit better, for whatever style of farming one adopts, be it a homestead of 160 acres, where all the work is done by the farmer himself, or a large wheat farm of some thousands of acres, personal superintendence is necessary to insure success, and transfer the balance from the wrong to the right side of the cash-book. A man past the prime of life should not think of going, at least for his own comfort—if he has determined to sacrifice himself for the sake of his family it is quite a different matter. It is a mistake for any one to go and buy a farm, or settle himself, without first living a year at least in the country, to get into the ways of the people, and gain the necessary experience to get along with, in place of paying for it as he goes on. It is said that bought experience is the best, but even bought experience may be too dear. There is no opening for clerks or men of letters, unless they turn to and hold the plough, and it is better for the settler himself, more especially after a time, if he has been accustomed in youth to work on a farm."

Messrs. PELL & READ, the Imperial Commissioners sent to report on Canada, thus give their opinion:—

"No man should emigrate to the Far West who is not prepared to work hard and live hard. He may successfully transplant an English family into this region of 'rude abundance,' but he cannot expect to take with him the comforts of an English home. For years all new settlers, but especially the females, must expect to rough it. The old, the sickly and the faint-hearted should never

emigrate, however poor and sad their lot may be in the Old Country. But to the young, the vigorous, and the courageous, who cannot get a comfortable living in England, Manitoba offers a home that will soon provide all the necessities of life, and in a few years of steady and well-directed toil, will probably secure a competency, and possibly a moderate fortune. It may be a very good country for a farm labourer to settle in, but it appears especially adapted as a field for the practical hardworking stalwart young farmer who has a few hundred pounds in his pocket, and who would know how to spend it to the best advantage."

"An industrious man can earn in Manitoba the price of an acre of land daily during the summer months. But the demand for farm labour is limited, and necessarily confined to the summer months. This demand will however, increase as capital increases, and as the country becomes more developed by railroads and other means of communication. The greater part of all who go to that Province procure a homestead or purchase a piece of land."

COST OF GOING. WHAT TO TAKE.

LIVERPOOL TO WINNIPEG, MANITOBA.

Cabin	£22	to	£25
Intermediate	12 13s. ,,		14 9s.
Steerage, all rail	12 1s.		—
„ via Canadian Lake route	10 11s.		—

LUGGAGE.

Household articles, such as bedding and bed-linen, carpets, curtains cutlery, and articles of ornament, when already possessed by the emigrant, should be brought out, as the freight on these will be much less than similar articles would cost if bought there; and many other little household necessities which if sold would not bring much, but would add greatly to the comfort of the emigrant in his new home. There should also be brought wearing apparel; also mechanics' tools and implements of trade, if not too cumbersome in their nature; but tools should not be bought for the express purpose of bringing them out to Canada, as those best suited to the work can readily be procured in any part of the Province. Furniture of every kind should be disposed of at home, as furniture more suitable in Canada can be bought there more cheaply.

The settler should, when able, pack his luggage in common wooden boxes, with iron bands at the corners, ordinary trunks and portmanteaus being liable to be broken on the journey. In these boxes should be placed all the property of the settler, except what is necessary for use during the voyage. The name and destination of the settler, should be painted on the box in letters at least 4 inches long; it should also be numbered and marked whether wanted on the voyage or not. These boxes should not be more than 3 feet 6 inches long, 2 feet 6 inches

in width, and the same in depth. Marking with cards and paper is useless, as they often get torn off in transportation.

Cabin passengers are allowed twenty cubic feet, about four trunks.

Steerage passengers are allowed ten cubic feet, about two trunks.

Baggage not wanted on the voyage should be marked BELOW.

Passengers should be on board with their baggage one hour before the time of sailing. Baggage for intending passengers received on all Company's Piers and cared for by the Company's Baggage Master.

You will save money by purchasing your Railroad Tickets before entering the cars in America.

150 lbs. Baggage checked free.

Children under five years of age ride free ; between five and twelve, half fare ; over twelve, full fare on railroads in Canada.

Baggage can be checked *through* from places in Canada to the United States, and *vice versa* ; but in such cases the law requires each Passenger to point out his Baggage to the Customs' Officers at the Frontier Station, in order that it may be examined.

The steerage emigrant has to provide his own bedding, and eating and drinking utensils, which consist in general of one mattress, 1s. 8d. ; one pillow, 6d. ; one blanket, 3s. 6d. ; one water can, 9d. ; one quart mug, 3d. ; one tin plate, 3d. : one wash basin, 9d. ; one knife and fork, 6d. ; two spoons, 2d. ; one lb. of marine soap, 6d. ; one towel, 8d —Total, 9s. 6d.

The "Allan Line" supply all emigrants on their Line with an outfit at a very small charge ; 6/ for the voyage.

LAND GUIDES IN MANITOBA.

The object of the Government in Manitoba is to have at least two guides with head quarters at every land office. There are four of them, who make Winnipeg their base of operations, two at the Little Saskatchewan, two in the Bird Tail district, one at Emerson, two in the Souris country, and one in the Turtle Mountain district, whose duties are confined to the direction of emigrants settling in the country. The Winnipeg

office, connected with the Land office, is supposed to be a general intelligence bureau where information of any character may be obtained. One of the commonest errors new settlers make and which the "guides" have to guard against is,

OVERLOADED WAGGONS.

Being ignorant of the prairie roads, and the difficulty of travelling with any rapidity with heavy loads, the English emigrants especially, cannot understand why they cannot take with them everything the cattle can draw. The guides cannot rest any awaiting applications, but must watch all arrivals of immigrant parties and look them up.

VOLUNTEERING THEIR SERVICES

on behalf of the Government. This is done systematically, and at the hotels, or on the street new-comers are approached, and the agency explained. Frequently the "guide" is snubbed, disbelieved, and suspected of being a sharper, we are told, but no wonder the immigrant is distrustful after having run the gauntlet of the land sharks across the border. Other new-comers accept gladly the assistance proffered them, and put themselves entirely in the hands of the "guide"; then there are those again who are confident of taking care of themselves unaided.

There are very few settlers coming into this country who know what is required for farming on the prairie, and in making their purchases they need advice and supervision. This the "guide" gives his *proteges* and very many dollars he prevents them from wasting on useless and superfluous articles. Under the superintendence of Mr. Hayter Reed, the "guides" have been found very serviceable to the new settler.

WHERE THE BEST LANDS ARE.

Among the lands in Manitoba and the North-West that are considered some of the best surveyed portions, will be found the following locations; but this only refers to those now open for settlement, with roads or trails leading to them. Entering Manitoba by railroad, through Emerson, fine farming lands are to be found near Pembina Mountains, Rock Lake, Turtle Mountains, and part of the Morris Land section. Westward from Portage La Prairie, the lands about Big Plains, Rapid City, Minnedosa, Shoal Lake, Bird Tail Creek (now Birtle), and Fort Ellice, are not excelled in the north-west. Several hundred miles west of Fort Ellice and north, Dr. Sutherland thus describes the lands he drove over last year:—

" The route usually taken in journeys of this description is to enter the country by way of Manitoba, and proceed westward by one of the principal trails. For various reasons I reversed this course, entering the country through the Territory of Montana, at a point some fifty miles east of the Rocky Mountains, proceeding northward as far as the Saskatchewan River, and then east and south-east for a thousand miles to Manitoba. The entire distance travelled in the North-West Territory and Manitoba was about 1,600 miles.

" As we proceeded northward there was a steady improvement in the quality of the soil, as shown by the rich and luxuriant vegetation, and this continued, with but little intermission, all the way to the North Saskatchewan, a distance from the boundary line of some 400 miles by the trail. In fact, throughout this entire region there is scarcely an acre that could not be utilised either for farming or stock-raising. And even in those parts of the country where it would be necessary to house the stock during winter, hay is so abundant that a sufficient supply could be obtained at a trifling cost.

" After passing Fort McLeod (about 500 miles in a direct line from the boundary) our course lay parallel with the Porcupine Hills, and a short distance to the east of the range. Here also we found magnificent stretches of rich prairie waiting for the plough; and I was informed on good authority that between the Porcupine Hills and the Rocky Mountains there is a tract of country, say, speaking roughly, 60 to 100 miles in extent, which for stock-raising is unsurpassed on the Continent, and which, it is believed, would be found equally valuable for agriculture.

" Some eighty miles north of Fort McLeod we crossed Sheep Creek, on the banks of which we found the richest soil and the most luxuriant pasturage that we had met with up to that point. Not only on the level bottoms of the valley, but over the hills to the north, the rich black soil was of great depth, and where thrown up by the badgers was as mellow as the soil of a thoroughly worked garden. Timber, also, is found on the banks of this stream, not in large quantities, but sufficient for building and fencing purposes. Whether the seasons will admit of successful agriculture remains to be seen; but as far as soil and water are concerned, a more attractive location could not be desired.

" For stock-raising purposes, however, by far the best region I visited is the valley of the Bow River. This stream issues from the Rocky Mountains, about 160 miles, in a direct line north of the international boundary. It flows with a strong current in a south-easterly direction, and enters the south branch of the Saskatchewan River, about 120 miles east of the mountains. In the wide valley of the Bow, and on the adjacent hills, there is an inexhaustible supply of the richest pasture; the water both in the river and its numerous tributaries is abundant, and of the best quality; the deep valleys, especially on the upper waters, afford excellent protection during cold weather; and I am assured by those who have been long in the country, that the winters are so mild that the cattle can be left to run at large with perfect safety, and will be found in good condition in the spring. Thus far, farming has been tried only on a limited scale; but enough has been done to demonstrate the richness of the soil, and to show that wheat, barley, oats, and the various vegetables can be grown successfully.

" From Fort Calgary on Bow River to the crossing at Elk River, a distance of 100 miles, the country consists chiefly of rolling prairie, much of the soil being of good quality. From Elk River to Edmonton on the North Saskatchewan, there is a considerable growth of poplar, with stretches of open prairie between, the soil being rich and well adapted for farming purposes. In this region the winter is too cold to admit of cattle being left unprotected; but the supply of natural hay is abundant.

" The valleys of the Assiniboine and Saskatchewan embrace 46,000,000 of acres of rich soil and pasturage, 18,000,000 of which are immediately available for farming purposes. The western district of Manitoba, which includes all the

land laying between Rat Lake Creek and Poplar Point, and between Lake Manitoba and the Assiniboine, is probably the very best in the province for farm purposes. The land between the North and South Saskatchewan Rivers is nearly all good. From Long Lake to the Little Saskatchewan River the country, for a distance of 150 miles, contains many fine sections of rich, fertile land, interspersed with poplar groves, well adapted to the wants of English tenant-farmers."

Mr. Trow, M.P., of Canada, thus describes this part of the country in 1878:—

"We followed the trail over a rough undulating prairie up grade considerably for two or three miles. We then passed over sand hills along a ravine. We ascended to the summit of the highest, from which we obtained a lovely view of the surrounding country. There was a vast area of hill and dale to the west and south, dotted over with burr oaks, resembling an old orchard. The little lakes or ponds, and the sides of the hills, were fringed with evergreens, spruce or pine, resembling an old country park or pleasure ground. To the north, away in the distance, could be seen, like a dark cloud, the heavy timbered lands of the Riding Mountains, and between our position and the mountains lie the beautiful plains. These lovely plains are adapted for agriculture, and no doubt will soon be all under cultivation. The country we were passing over was really enchanting; but the soil of some of this land is light, much resembling the lands in northern Wisconsin; and, if in a more southern latitude, would be well adapted for the raising of corn, but in a dry season crops may suffer for the want of moisture. The light land, however, is but of limited extent. Passing through oak openings for a few miles we enter a level plain many miles in width, the outer borders skirted with poplar groves and some light timber adapted for fuel and rails. The soil is not that rich dark loam found along river bottoms; but it is of a nature to yield abundantly for a few years. Afterwards it would require to be enriched by artificial means. Such soil may be enriched by barn manure or a coating of marl from low bottom lands; and no soil can be expected to endure waste, however rich in its own resources, without great depreciation of crops, both in quantity and quality.

QU'APPELLE RIVER AND TOUCHWOOD HILLS.

"Wending our way up through a natural ravine to the summit, we were astonished at the luxuriant growth of hops. Every tree and shrub were twined round with the vines, and the blossoms were much larger than any I ever saw in an artificial state. The deep rich soil and the sheltered position were favourable to their growth. After scaling the hill-top numerous trails lead in various directions. We were at a loss to determine which to take. However, we selected the trail to the left, running for a time almost parallel with the river, and passing through numerous copses or groves of poplar and aspen, with natural cleared patches between, averaging from 20 to 50 acres each, with occasional patches of meadow lands, yielding abundantly of hay.

"On my return trip I travelled over the north portion of the Great Touchwood Hills, and found the very best description of rich agricultural lands. A tract of country nearly the size of the Province of Manitoba could be brought under cultivation. The timber is principally poplar, with birch interspersed. These numerous groves and rounded eminences or hills, fringed with timber at the base, form a lovely landscape. The Touchwood Hills are elevated several hundred feet above the great salt plain, and border it on the west. Early next morning we took a stroll to view several lakes in the neighbourhood. After breakfast we proceeded towards the plains over a beautiful tract of country, having a descent to the north-west. The timber gradually became thinner as we approached the plain, terminating in willow bushes."

LAKES AND RIVERS.

LAKES MANITOBA AND WINNIPEGOOS.

These lakes are each one hundred and twenty miles in length, the greatest breadth of Manitoba is twenty-four miles, and of Winnipegos twenty-nine; taken together they extend two hundred and twenty miles from north to south. The head of Winnipegos being known as the Mossy Portage, which is only about four and a quarter miles in length, through low wet ground, and connects with Cedar Lake on the Main Saskatchewan. This important connection, which is now occupying the attention of the Government of the Dominion, would form a water line of communication of about one thousand five hundred miles in length, from the City of Winnipeg in Manitoba, to the foot of the Rocky Mountains.

THE RED RIVER.

This long winding river rises in Otter Tail Lake and Traverse Lakes in Minnesota, U.S., and empties into Lake Winnipeg, about 105 miles from the southern and international boundary of the Province of Manitoba. Its entire length is 700 miles, but its crooked course makes the distance by water nearly 200 miles from the United States boundary line to Lake Winnipeg, where it has three mouths entering the lake through deep marshes. The river is navigable the entire distance. Its banks are from twenty to thirty feet high, and are lined with a heavy fringe of timber, comprising chiefly poplar and tamarac, with a mixture of oak, elm, and birch. The woods appear heavier and more continuous on the eastern side of the river than on the western, and beyond this forest line to the eastward and to the westward the vast prairie extends as far as the eye can reach, dotted here and there on the bluffs, and along the numerous creeks, with groves of trees.

The prairie, as a general rule, is level, although in some parts it is slightly undulating, and everywhere it has an inclination towards the river. The soil varies slightly in some parts of the Province, but is chiefly of an alluvial black argillaceous mould, rich in organic deposit, and rests at a usual depth of two-and-a-half feet on the prairie, and from two-and-a-half feet to twenty feet on bottom lands. There are swamps and marshes here and there, but on examination they will be found to possess a firm bottom of alluvial soil, similar to the prairie, and so hard that horses and cattle can wade through them in every direction, and as they are generally at a much higher level than the streams, the channels of which are deep, it will not be a difficult matter to drain them so as to bring them under cultivation, when they will prove perhaps to be the finest land in the Province.

From Emerson, a thriving town on the boundary line, to Winnipeg along the river we pass through four parishes, those of St. Agathe, St. Norbert, St. Vital, and St. Boniface.

THE SASKATCHEWAN RIVER.

The Saskatchewan is 1,864 miles in length. The north and south branches rise in the Rocky Mountains within a few miles of each other. The south or main branch is 1,092 miles in length, and the north branch 772½ miles. In ascending the river from Lake Winnipeg, the Grand Rapids, three miles long and 43½ feet descent, are first reached. The character of the soil in the country drained by the Saskatchewan is of a very superior quality. Already the country is settling up rapidly, and men of capital and experience are pushing their enterprises in this direction. Steamers sometimes run as high as Edmonton, a distance by river of 1,200 miles.

THE ASSINIBOINE RIVER.

Of the rivers not tributary to the Saskatchewan, but running within its country, and which invite settlement to their rich and beautiful valleys, the most important of which is the Assiniboine, by its very winding course, is over 600 miles in length. For 220 miles in direct distance from its mouth its course is nearly west, and above that its course for upwards of 200 miles in direct distance is North-westerly, lying nearly parallel to Lake Winnipeg, at a distance of 240 miles west of it. At 220 miles west from its mouth, where it turns northward, it receives its tributary, the River Qu'Appelle, which continues directly westward 250 miles further, having its source near the elbow of the South branch of the Saskatchewan, 470 miles directly westward from the mouth of the Assiniboine, at the City of Winnipeg, in Manitoba. Ascending the Assiniboine from its mouth, for upwards of 70 miles, to the Sand Hills, the country through which it flows within the Province of Manitoba is of the same rich alluvial character as the Red River. Beyond that is a sandy tract, 50 miles in length westward. Then for about 100 miles further west, to where it turns northward at the mouth of the Qu'Appelle, and for nearly 50 miles north of that, the Assiniboine may be considered the boundary line between the rich prairie region and the inferior and light sandy soil south and west of it.

Between the Sand Hills and the Qu'Appelle, the Assiniboine receives on the north side five considerable tributaries, from fifty to one hundred and fifty miles in length. Their courses being through a very fertile region, one of them, the Rapid River, or Little Saskatchewan, indicates the general character. The stream is beautiful and rapid, navigable for one hundred miles for canoes and bateaux, flowing through a beautiful valley, large open flats frequently occurring on both sides of the river, where the richness of the grass and the beauty of the various flowers prove the great fertility of the soil,—places marked out by Nature to be cultivated and inhabited by man.

PEACE RIVER

And its surroundings is described by all travellers as the most beautiful scenery in the far North-west. For large game and fishing it is unequalled. An extract from a journal, written some years ago by Mr. SIMPSON in his North-West Diary, thus describes this part of the country :—

“ This is a fine country for the chase, and so little frequented in winter, that it may be regarded as an extensive preserve. We saw three moose deer on the top of one of the hills ; and their tracks, and those of the wood buffalo, were numerous in every direction. The valley of the river is entirely sheltered from the inclement north and north-west winds, but its exposure to the east usually rendered the snow deep and soft, as we found to our cost. Next day, just before breakfasting, we saw on the northern hills a large herd of buffaloes. This magnificent theatre of Nature has all the decorations which the trees and animals of the country can afford it ; groves of poplars in every shape vary the scene, and their intervals are enlivened with vast herds of elks and buffaloes, the former choosing the steeps and uplands, and the latter preferring the plains.”

“ White spruce grows to a very large size on all the watersheds and slopes of the south bank of the Peace River, on islands in all the rivers, and very abundantly on the low lands at the west end of Lake Athabaska.

“ The Peace River is navigable from the Rocky Mountains for at least 500 miles by river,—in none of this distance is it less than six feet deep. A canal of two miles would overcome the obstructions at this point. For 250 miles below this there is no obstruction except a rapid, caused by boulders in the channel. Their removal would probably overcome the difficulty. At Edmonton, 850 miles, the land is said to be undulating and of the finest description, and those who have visited the Peace River describe it as the finest country of the whole, and say that notwithstanding its high latitude it grows wheat well, while owing to its situation on the east slope of the Rocky Mountains, the climate is much milder than in much lower latitudes.”

WAGES AND LIVING.

In Manitoba wages average :—Good farm labourers, from £4 to £5 per month, with board all the year round, or £5 to £6 in summer and harvest time. On the railway works they pay 6s. per day for good hands. Carpenters and blacksmiths get from 8s. to 12s. per day. Good bricklayers and plasterers from 12s. to 14s. per day. Blacksmiths charge 2s. 6d. a shoe for shoeing horses, and 1s. a shoe for re-setting. Domestic servants, 24s. to 30s. per month, with board. Cost of boarding in Manitoba averages 12s. to 16s. per week ; at Farmers' Hotels, 4s. per day.

The following are the prices of horses, cattle, farming implements, and commodities generally :—Horses per pair, about £60 ; oxen per yoke, £26 to £30 ; cows, £6 to £7 each ; waggons, £16 to £98 each ; ox cart, £3 to £4 ; breaking plough and harrow, from £6 to £8 ; common ploughs, about £3 12s. ; reapers, £20 to £30 ; mowers, £14 to £25 ; spades, 4s. 6d. ; shovels, 5s. ; hay-forks, 3s. ; manure-forks, 4s.

PRICES OF PROVISIONS.

Tea, per lb.	2/0 to 2/3	Blankets, grey, per pair	8/0 to 12/0
Sugar, „	0/4 „ 0/6	Canadian Blankets,	
Coffee, „	0/10 „ 1/6	white, per lb.	2/3 „ 3/0
Tobacco, black	2/0	Cotton, per yard, white	5/0 „ 6/0
„ smoking	2/0 „ 2/3	Beef, quarter or animal,	per lb. 4d. „ 5d.
Coal Oil, per gallon ...	1/9	Potatoes, per bushel	2/0 „ 2/6
Syrup „ ...	3/0 „ 3/3	Woollen Stockings,	
Pails, each, 3 hoops ...	1/3	per pair	1/0 „ 1/3
Tubs, 16 inch	3/6	Flannel Shirts, each	2/0 „ 5/0
A good stout suit of		Men's Boots	8/0 „ 12/0
Clothing for a man		Felt Hats	3/0 „ 4/0
from	£2 „ £3	Flour, per barrel	24, 0

In Household Fittings the following prices are quoted for good plain articles—

Table	14/0 to 16/0	Cups and Saucers ...	4/0 per doz.
Chairs	3/0 „ 4/0	Plates	4/0 „
Bedstead	16/0 „ 18/0	Coal Oil Lamps complete	2/5 to 4/0
Bureau	£2 „ £3	Axes	5/0 „ 6/0
Kitchen Stove, No. 8			
with furniture ...	£5 10 0		

GAME AND FISH.

The following Game and Fish are found in Canada and the North-West, and can be taken at proper seasons—Deer, partridge, duck, woodcock, snipe, quail, plover, prairie fowl, hares or rabbits, elk, moose, cariboo, reindeer, wild turkey, grouse, pheasant, beaver, musk rat, mink, sable, martin, raccoon, otter and fisher.

FISH.—Salmon and lake trout, speckled trout, brook and river trout, bass, maskinonge and pickerel.

The rivers and streams abound in pickerel, pike, catfish, sturgeon, sun fish, gold eyes, &c. ; so that Manitoba, and the north-west to the Rocky Mountains, present superior attractions to the tourist and sportsman.

The moose, cariboo or reindeer, and the red deer, are found in large numbers, but of course only in the unsettled or partially settled portion of the country. The fox—silver, grey, red and black ; raccoon, otter, martin, mink, and musk rat, are found in many places contiguous to settlements, and are captured for their furs. The beaver is still found, but at increasingly remote spots. The Canadian rabbits resemble in many respects the English hare. They are abundant, but not in numbers sufficient to prove mischievously destructive. The bear frequents the woods in the northern part of the province, but is seldom dangerous, living largely in summer on wild fruits and roots, and hibernating in the winter. He rarely attacks a human being unless molested or brought to bay.

The moose is still abundant on both sides of the Peace River, and the wood buffalo is still found between the Athabaska and the Peace River about lat. 57°. From 500 to 1,000 head is the estimate of the hunters. Black bears are very numerous on the upper part of the Peace River, and furnish the chief food of the people in July and August. Cariboo are north and east of Lake Athabaska, and are the chief food of the Indians and half-breeds of that region. Rabbits are in immense numbers wherever there is timber, and are easily taken. Water fowl are beyond computation, during September, in the neighbourhood of Lake Athabaska, and large flocks of Canada geese are found on Peace River all summer. Lynx, beaver, martin, and fox make up the chief fur-bearing animals.

The buffaloes winter on the grasses of the prairies, up to as high a latitude as Lake Athabaska; and the half-breeds and Indians camp out in the open plains during the whole of the winter, with no shelter but a buffalo skin tent and robes; and horses of the settlers run at large and grow fat on the grasses which they pick up in the woods and bottoms.

A COMPLETE LIST OF POST OFFICES, CORRECTED TO FEBRUARY 1st, 1881.

COUNTY OF MARQUETTE, MANITOBA.

NAME OF POST OFFICE.		
Alexandria.	Lorne.	Prospect.
Archibald.	Meadow Lea.	Rineland.
Assiniboine.	Miami.	Ruttanville.
Baie St. Paul.	Minnewashta.	St. Francois Xavier.
Beaconsfield.	Mountain City.	St. Laurent.
Blumenort.	Nelsonville.	St. Leon.
Blythfield.	New Haven.	Salterville.
Burnside.	Oakland.	Silver Spring.
Calf Mountain.	Oak Point.	Snow Flake.
Carman.	Ossowo.	Stodderville.
Campbellville.	Pembina Crossing.	Thornhill.
Crystal City.	Pigeon Lake.	Totogan.
Gladstone.	Pilot Mound.	Treherm.
Golden Stream.	Pomeroy.	Warrington.
Indian Ford.	Poplar Heights.	Wellington.
High Bluff.	Poplar Point.	Westbourne.
Holland.	PORTAGE LA PRAIRIE.	Woodlands.
Lakeside.	Preston.	Woodside.

COUNTY OF LISGAR, MANITOBA.

NAME OF POST OFFICE.		
Argyle.	Foxton.	Plympton.
Balmoral.	Greenwood.	Stony Mountain.
Bird's Hill.	Lower Fort Garry.	St. Andrew's
Clandeboyne.	Middle Church.	Selkirk.
Cook's Creek.	Millbrook.	Springfield.
Dundee.	Oak Bank.	Stonewall.
Dynevor.	Park's Creek.	Sunnyside.
East Selkirk.	Peguis.	Victoria.

COUNTY OF PROVENCHER, MANITOBA.

NAME OF POST OFFICE.

Arnaud.	Lettelier.	St. Jean Baptiste.
Clear Spring.	Niverville.	St. Norbert.
Delorme.	Otterburne.	St. Pie.
Dominion City.	Rat River.	St. Vital.
Emerson.	Ridgeville.	Scratching River.
Gauthier.	Ste. Agathe.	West Lynne.
Green Ridge.	Ste. Anne.	

COUNTY OF SELKIRK, MANITOBA.

NAME OF POST OFFICE.

Headingly.	Prairie Grove.	St. James.
Kildonan.	St. Boniface.	WINNIPEG.
Lorretto.	St. Charles.	

DISTRICT OF KEEWATIN.

NAME OF POST OFFICE.

Cross Lake.	Hoosavick.	Rat Portage.
Fort Francis.	Pine Falls (Keewatin	Whitemouth.
Gimli.	Mills).	

NORTH-WEST TERRITORIES.

NAME OF POST OFFICE.

Battleford.	Grandin.	Qu'Appelle.
Birtle.	Grand Valley.	Rapid City.
Blake.	Macgregor.	Richmond.
Bridge Creek.	Millford.	Salisbury.
Brandon.	Minnedosa.	Shoal Lake.
Carlton.	Oberon.	Shell River.
Eden.	Oak River.	Souris Mouth.
Fairview.	Odanah.	St. Albert.
Fort Ellice.	Osprey.	Stobart.
Fort Edmonton.	Prince Albert.	Strathclair.
Fort Saskatchewan.	Petrel.	Touchwood Hills.

The following new post offices were opened on the 1st of February :—

Lake Francis, at sec. 24, township 15, range 4 west, in the county of Marquette, Manitoba, with Charles Howard as postmaster.

Newdale, at section 30, township 15, range 20 west, in the North-West Territories, between Rapid City and Shoal Lake, with Edward Cook as postmaster.

Cadureis, at section 1, township 15, range 19 west, between Gladstone and Rapid City, in the North-West Territories, with Rev. A. Smith as postmaster.

Marringhurst, at section 19, township 3, range 92 west, in the county of Marquette, Pembina Mountain District, Southern Manitoba, with Murdoch McQuarrie as postmaster.

HOW TO GO.

There are two routes open to the settler from Great Britain to Manitoba, either by New York or Quebec and Halifax. The steamship lines running to New York are too well known to require any description, but the traveller and settler on looking at a map will see the distance from Liverpool to Quebec to be the shortest sea passage in summer, and to Halifax in the winter. There are three steamship lines running to Quebec, the "Allan," "Dominion, and "Beaver." The "Allan" is the pioneer and largest Mail Steamship Company, owning 23 steamships of 70,000 tons and this year added to their fleet the largest steel steamer afloat, the "Parisian." On arrival at Quebec the traveller has the choice of two ways, by the Grand Trunk R.R., "all rail" and the "Lake route" to Manitoba. The "all rail" route is the shortest by about one day, but the "Lake route" possesses the cheapest travelling, particularly for families. The shortest of the Lake routes will be found the "Collingwood Line," from Toronto. A Table of distances to Manitoba and places in the North-West, and also the rate of passage and what to take will be found in these pages.

DOMINION GOVERNMENT IMMIGRATION AGENTS
IN GREAT BRITAIN AND EUROPE.

ADDRESSES :

London.—Sir Alexander Tilloch Galt, K.C.G., High Commissioner ;
Jos. G. Colmer, Secretary, 9, Victoria Chambers, London, S.W.

Liverpool.—John Dyke, 15, Water Street.

Belfast.—Chas. Foy, 29, Victoria Place.

Hamburg.—J. E. Klotz (Klotz Brothers).

Bristol.—J. W. Down, Bath Bridge.

Glasgow.—Thos. Graham, 40, St. Enoch Square.

LAND DISTRICTS AND LAND AGENTS, N.W.T.

NAME OF DISTRICT.	NAME OF AGENT.	P.O. ADDRESS.
Winnipeg.	A. H. Whitcher.	Winnipeg.
Dufferin.	H. Landerkin.	Nelsonville.
Gladstone.	Jos. Graham.	Gladstone.
L. Saskatchewan.	A. E. Fisher.	L. Saskatchewan.
Bertie.	A. G. Belch.	Bertie.
Souris.	Geo. Newcomb.	Souris Junction.
Turtle Mountain.	Geo. F. Newcomb.	Turtle Mountain.
Prince Albert.	Geo. Dueth.	Prince Albert.
Winnipeg.	W. Hespeler.	Winnipeg.

TORONTO.

As all travellers going through Quebec to Manitoba and the North-West must pass through Toronto where all railroad and steamboat changes are made, a short description of the City is required.

Toronto is the capital of Ontario, and the most promising city of Canada. Its population now numbers 70,000. The streets are spacious, and its public buildings and institutions peculiarly fine, and worthy of detailed inspection.

The drives are numerous and attractive. Six railways centre in the city—the Grand Trunk, East and West, Great Western, Northern, Toronto, Grey and Bruce, Nipissing, and Credit Valley Railways. Thus all parts of the Province are within easy reach, and excursions to the many points of interest in the interior facilitated. The City is the seat of the Provincial Government, the place of residence of the Lieutenant-Governor, and the acknowledged intellectual, literary, and business centre of the Province of Ontario.

At Toronto the tourist can remain over a day, and visit the world-renowned Falls of Niagara. Leaving Toronto, if during the season of navigation, by the Palace Steamers at 7 a.m., he can have seven hours at the Falls and return to the city at 8 p.m., at a small cost for the whole trip.

The Hotels are numerous and of the best. Among the most patronised by travellers are the “Queen’s,” “Rossin,” “Walker,” &c. The “Queen’s,” situated in Front-street, facing the Bay of Toronto, having a splendid view of the Bay and Lake Ontario, is largely frequented by the travelling public, business men, and tourists from Great Britain. A branch hotel is also open under the same management at Niagara, and is much used by families during the summer season. The “Rossin,” is a fine large hotel at the corner of King and York streets, and is much frequented by the American travellers, and will be found first-class in every way. Many of the travelling nobility and tourists from the old country make it their home when in Toronto. The usual price for board in these hotels is from 10/- to 12/- per day, the “Walker House” close to the Railroad Station will be found an excellent family hotel, at prices from 8/- to 10/- per day. Toronto has great facilities for hotel and boarding accommodation for travellers. The shops in Toronto are equal to any city in America, and all supplies can be purchased at very reasonable prices in passing through.

THE CANADIAN PACIFIC RAILWAY.

This, the largest and most important work in Canada, recently placed in the hands of a Syndicate of Capitalists whose vigorous prosecution of the undertaking has already done much towards opening up the country, will in a few years revolutionize the condition of affairs in that vast wheat-growing country of the North-West, known as THE FERTILE BELT.

It passes for hundreds of miles through a territory that, in some parts for wheat and in others for cattle, cannot be excelled on the Continent of America, and which offers comfortable homes and an assured prosperity to those who resolve while there is yet time to abandon the struggle they have been engaged in in England, and to carry their remaining money and industry where it can be applied on their own property. As a portion of their remuneration for building the railway, the Company have received a grant of 25,000,000 acres along the line of the road, and this they are selling at a lower price than any other land Corporation in America, and encourage settlers on their lands by repaying them a large proportion of their purchase money as a reward for tilling the land. The Company have their head office in Montreal with their land office in Winnipeg, but they have also an office in London (Bartholomew House, E.C.), in charge of a gentleman who having long resided in Manitoba and the North-West, is in a position to give information in England, enabling persons to understand the advantages and requirements of their intended destination before setting out on their voyage.

To give every possible facility for settlement the Company have adopted the most liberal terms of sale. The price at first placed upon the land is \$2½ (ten shillings) per acre, payable by instalments in seven years, with a low rate of interest on the deferred payments, and of this the Company return one-half for actual cultivation of the soil, so that while pursuing his ordinary industry and improving his property a settler is largely paying for his land while retaining at the same time the full proceeds of his crop.

EXTRACT FROM THE LATEST REGULATIONS RESPECTING GOVERNMENT LANDS.

“DEPARTMENT OF THE INTERIOR,”

Ottawa, 25th May, 1881.

“WHEREAS circumstances have rendered it expedient to effect certain changes in the policy of the Government respecting the administration of Dominion Lands, Public Notice is hereby given :—

“1. The regulations of the 14th October, 1879, are hereby rescinded, and the following Regulations for the disposal of agricultural lands are substituted therefor :

“2. The even-numbered sections within the Canadian Pacific Railway Belt—that is to say, lying within 24 miles on each side of the line of the said Railway, excepting those which may be required for wood-lots in connection with settlers on prairie lands within the said belt, or which may be otherwise specially dealt with by the Governor in Council—shall be held exclusively for homesteads and pre-emptions. The odd-numbered sections within the said Belt are Canadian Pacific Railway Lands, and can only be acquired from the Company.

“3. The pre-emptions entered within the said Belt of 24 miles on each side of the Canadian Pacific Railway, up to and including the 31st day of December next, shall be disposed of at the rate of \$2.50 per acre ; four-tenths of the purchase money, with interest on the latter at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry, the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above mentioned on such portions of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

“4. From and after the 31st day of December next, the price shall remain the same—that is, \$2.50 per acre—for pre-emptions within the said Belt, or within the corresponding Belt of any branch line of the said Railway, but shall be paid in one sum at the end of three years, or at such earlier period as the claimant may have acquired a title to his homestead quarter-section.

“5. Dominion Lands, the property of the Government, within 24 miles of any projected line of Railway recognized by the Minister of Railways, of which he has given notice in the Official Gazette as being a projected line of railway, shall be dealt with, as to price and terms, as follows :—The pre-emptions shall be sold at the same price and on the same terms as fixed in the next preceding paragraph, and the odd-numbered sections shall be sold at \$2.50 per acre, payable in cash.

FREE GRANTS of LAND IN CANADA.

160 Acres to be obtained Free in

MANITOBA

AND THE

NORTH-WEST TERRITORIES

By bona-fide Settlers, and 100 to 200
Acres in other parts of Canada.

**Improved Farms, with Buildings, can
be purchased at prices ranging from
£3 to £20 per Acre.**

Full information as to the agricultural resources of CANADA, fertility of soil, cost of passage, rates of wages and cost of living, apply for the report of the British Tenant Farmers who went out to see the country in 1879 and 1880, and other pamphlets, which can be obtained at any of the Canadian Government Agencies as under:—

**Emigration Department of the Office of
the High Commissioner,**

**Mr. JOSEPH COLMAN, Secretary,
9, Victoria Chambers, London, S.W.**

LIVERPOOL: Mr. JOHN DYKE, 15, Water Street.

GLASGOW: Mr. THOMAS GRAHAM, 40, St. Enoch Square.

BELFAST: Mr. C. FOY, 29, Victoria Place.

DUBLIN: Mr. THOS. CONNOLLY, Northumberland House.

BRISTOL: Mr. S. W. DOWN, Bath Bridge.

EMIGRATION TO MANITOBA,

AND THE

CANADIAN NORTH WEST TERRITORY,

THE FUTURE WHEAT FIELD OF AMERICA.

The Canadian Pacific Railway Company, subsidised by the Dominion Government for the purpose of completing a continuous line of railway through the British Territory from the present Canadian System of Railways to the Pacific Ocean, have a grant of Twenty-five Millions Acres of the best farming lands, situated between the Red River of the North, and the Rocky Mountains, in what is known as the Fertile Belt of North America, and contiguous to the main line of the projected railway and its branches.

The Company purposes to complete and have in operation 250 miles of the railway West of Winnipeg by the close of the present year, and to carry it to the foot of the Rocky Mountains, 650 miles further, by the end of 1884. The work of construction will, during the next ten years, afford employment to a large force of men and boys.

To encourage the rapid settlement of the Country, the Canadian Pacific Railway Company will be prepared, until further notice, to sell its lands at the low price of \$2.50, or ten shillings sterling an acre, payable by instalments, and will further make an allowance by way of rebate from this price, of \$1.25, or five shillings sterling for every acre of said lands brought under cultivation within three to five years following the date of purchase, according to the nature and extent of the other improvements made thereon.

Contracts at special rates will be made for lands required for cattle raising and other purposes not involving immediate cultivation.

Intending Settlers and their effects, on reaching the Company's Railway will be forwarded thereon to their place of destination on very liberal terms.

Further particulars will be furnished on application at the Offices of THE CANADIAN PACIFIC RAILWAY COMPANY, Montreal, Canada, and Bartholomew House, E.C., London, England.

FARMING & STOCK-RAISING LANDS FOR SALE.

HUDSON BAY COMPANY.

The Hudson Bay Company offers for sale Farming and Stock-Raising Lands in the districts of the Country surveyed by the Dominion Government in Manitoba and the North-West Territories.

They are the owners, under the Dominion Lands' Act, or two sections in every surveyed township, in the great fertile belt. Each section consists of 640 acres, and will be sold either in block or in quarter-sections of 160 acres each.

They also own some of the very best farms fronting on the Red and Assiniboine rivers. They include lands in the best prairie districts, capable of producing the largest and best crops of wheat; also land admirably adapted for cattle raising; and a large number of wood lots.

These lands are the choicest lots in the country, and are offered for sale on exceedingly easy terms of payment. The prices range from 10s. to 24s. per acre and upwards, according to location and other circumstances.

The terms of payment are remarkably easy, viz. : one-eighth of the price in cash at the time of sale, and the balance in seven equal annual instalments, with interest at 7 per cent. per annum on the amount due.

A purchaser of a farm of 160 acres, at say 16/- an acre, will only require to pay £16 in cash, and an equal sum every year for seven years, with interest at seven per cent. per annum. A formal agreement is given him on the payment of the first instalment, which will be exchanged for a deed on the last payment being made.

The title to the Hudson's Bay Co. is direct from the Crown.

The Company is having all its lots in the several townships reported upon by competent surveyors as fast as they are surveyed, so that purchasers can have correct information in regard to the lands they desire to purchase.

The sections in each township belonging to the Hudson's Bay Co. are numbered 8 and 26.

The principal land office of the Company is in Main Street, Winnipeg, where full information can be obtained. An office is open in Montreal, where parties desirous of purchasing land can get all particulars, as well as at the

HUDSON BAY HOUSE, 1, LIME ST., LONDON.

GRAND TRUNK RAILWAY OF CANADA.

LIVERPOOL TO QUEBEC, in Summer,
AND
Portland, U.S., or Halifax, N.S., in Winter,
BY THE
ALLAN, DOMINION, & BEAVER LINES OF ATLANTIC STEAMERS
AND THENCE BY THE
GRAND TRUNK RAILWAY.

—The most Pleasant, Comfortable, and Direct Route—
MONTREAL, OTTAWA, KINGSTON, TORONTO, DETROIT,
TOLEDO, ST. LOUIS, MILWAUKEE, ST. PAUL, CHICAGO,
BUFFALO, NIAGARA FALLS, NEW YORK, BOSTON,
BALTIMORE, MANITOBA & THE NORTH-WEST,
AND ALL POINTS ON THE PACIFIC COAST,

Tickets issued from Europe for Tours embracing Quebec, Montreal, Toronto, Ottawa, River St. Lawrence, Thousand Islands, Niagara Falls, &c., and the principal Cities of the American Continent. Also the Saguenay River and the Gulf Ports, White Mountains, Lakes George and Champlain, and Saratoga.

ROUTES FOR BRITISH SETTLERS FROM LIVERPOOL TO MANITOBA & THE NORTH-WEST TERRITORIES.

By Ocean Mail Steamer to Quebec; by Grand Trunk Railway Quebec to Chicago; by Chicago and North-Western, or Chicago, Milwaukee, and St. Paul Railways from Chicago to St. Paul; and by St. Paul and Pacific, and Canada Pacific Railways from St. Paul to Winnipeg; and points in Manitoba and the Great Wheat Lands. Passengers can also go by the Grand Trunk Ry. and the Great Lakes to Duluth.

Steamers sail regularly from Collingwood and Sarnia, via Lakes Huron and Superior to Duluth, thence by the Northern Pacific & Canada Pacific Railways, running parallel with the Red River, for Emerson, Dufferin, West Lynne, Fort Garry & Winnipeg.

THROUGH CARS TO CHICAGO.

PULLMAN CARS ARE ATTACHED TO ALL DAY & NIGHT TRAINS. The Grand Trunk Railway is laid with Steel Rails, equipped with New Rolling Stock, and furnished with every Modern Appliance for the Safety and Convenience of Passengers.

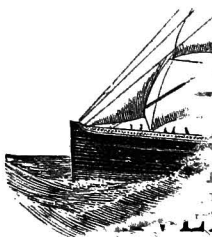
For rates of Passage—First Class and Special Emigrant Fares—or further information, apply to Messrs. ALLAN BROTHERS & CO., Messrs. FLINN, MAIN and MONTGOMERY, HENRY J. SELKIRK, Liverpool; any of their Agents in Great Britain or Europe; and at the

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J. B. RENTON, Secretary.

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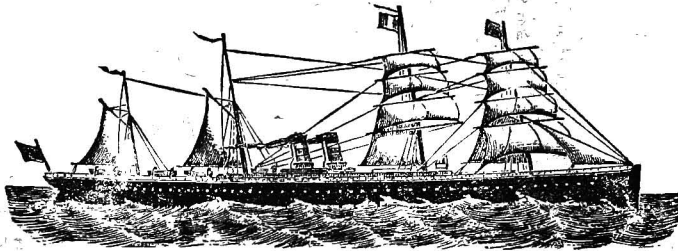
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