

continued his farming operations for from six to ten years, however, is in circumstances which many farmers in older countries have been unable to reach after a lifetime of toil.

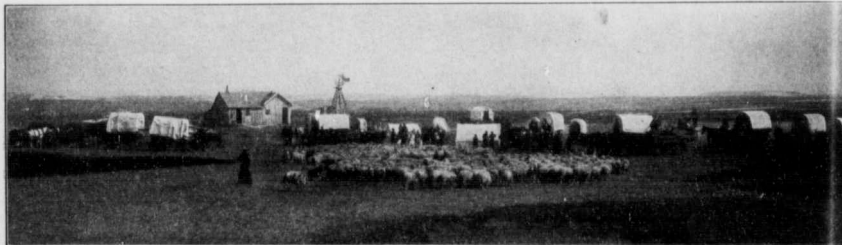
The labourer, likewise, is happy and contented; he is only waiting for an opportunity to get a farm of his own and become as independent as his employer. With a farm free from debt, his fields of ripening grain ready for harvest; with

herds of cattle on his pasture lands, and flocks of sheep feeding on the hillside; and poultry providing his household with groceries and many other comforts; schools for his children in the immediate neighborhood; churches close at hand, and such other social advantages as he desires within easy reach—what more is required for a wholesome existence? And that is the condition of the average Manitoba farmer to-day.

Homesteads may still be obtained on the outskirts of present settlements to the east of the Red River and between Lakes Winnipeg and Manitoba, as well as on the west of Lake Manitoba, and in the newly opened districts along the completed line of the Canada Northern Railway and the portions projected.

RAINFALL; WATER AND FUEL.

Manitoba is not a country of deep snows, as may be judged from the fact that trains are rarely blocked and seldom delayed by winter storms. The annual precipitation is 21.4 inches; mean annual temperature at Winnipeg, 32.7; January, 5.2; July, 66.1*.



Nebraska Colonists Starting on the Overland Route for Western Canada.

Water and fuel are important considerations for the settler. In Manitoba, the country is everywhere at easy distances intersected by creeks and rivers, and there are many lakes, especially in the northern portion of the Province. Water can be secured almost anywhere by sinking wells to a moderate depth. The coal fields of the west and the timbered districts of the north and east, as well as the south, will supply fuel for hundreds of years.

CITIES, TOWNS, AND VILLAGES.

Besides Winnipeg, the seat of government, there is the city of Brandon, next in importance, followed by the towns of Portage la Prairie, Morden, Carberry, Neepawa, Manitow, Dauphin, Minnedosa, Birtle, Emerson, Gretna, Wawanesa, Baldur, Souris,

Deloraine, Melita, Virden, Rapid City, Hamiota, Gladstone, and a number of others which are rapidly rising in prominence owing to the stability that is given them by the surrounding agricultural districts. Each has its elevators, mills, and warehouses, to accommodate the large quantities of wheat that are marketed. There are scores of towns yet to be developed along the lines of railway throughout the Province, so that newcomers will find openings in this direction if they so desire.

MANITOBA WHEAT PRODUCTION IN COMPARISON.

The following table will give some idea of the producing capacity per acre of this land as compared with that of the wheat raising belt in the United States:

	Av. for 10 yrs. Bu.	1903 Bu.	1902 Bu.	1901 Bu.	1900 Bu.	1899 Bu.
Manitoba	21.7	16.4	26.0	25.1	8.9	17.1
Kansas	12.7	17.1	10.9	18.5	17.7	9.8
Minnesota	14.2	13.1	13.9	12.9	10.5	13.4
North Dakota	12.7	12.7	15.9	13.1	4.9	12.8
South Dakota	10.4	13.8	12.2	12.9	6.9	10.7
Nebraska	12.2	12.6	20.9	17.1	12.0	10.3
Iowa	14.7	12.1				
Missouri	11.6	* 8.7				

*Winter wheat, other figures being for spring wheat.

In the Northwest Territories—being much more recently settled than Manitoba—the records do not go back so far, but they show an average yield per acre equal to that of Manitoba, and for the last two years, as a matter of fact, greater.

RAILWAYS.

Railways ramify through the more thickly settled portions of the Province, providing accommodation for the marketing of the produce of the farms. In many cases settlement has been so rapid that it has anticipated railway-building. The new districts of the Province, those lying in the northern and north-

western sections, are being developed most rapidly, and railway communication in these parts is being provided as the construction of new railway lines becomes possible. The Grand Trunk Pacific, the proposed new trans-continental railway, will overcome many of the difficulties of new and adventurous settlers. This will make the third line of railway in the Province. The Canadian Pacific is one of the other two lines—the main line of which passes directly east and west, with branches from Winnipeg, Portage la Prairie, and Brandon. The branches cover most of the southern portion of the Province, while others extend to the northwest, all of them opening up important districts. The Canadian Northern Railway system passes through the populous districts of the south, and by means of its northern line, which also has several branches, it will make

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