

To the less fortunate immigrant, who may not have sufficient means left after his arrival in the country, to go direct on his land, the extensive public works, in the construction of the Canadian Pacific Railway, fortunately offer immediate employment to the able and willing, until he has saved sufficient means to enable him to commence farming on a small scale as his own master. And this will continue for years until the completion of the work across the continent.

Mr. ALFRED MORTON writes from the North-west Territories to the *Stratford Herald*:—

It would surprise the reader to see the amount of traffic carried on from Winnipeg (the great wholesale house for the West and North-west) for a thousand miles into the interior; trains after trains of carts passing and repassing down with furs robes, and pemmican, and up into the interior with provisions and general merchandise for the mounted police, Hudson's Bay posts, and the Indians. Besides this, explorers, pleasure-seekers, tourists, Government officials, and mounted police may be seen driving along in light rigs, each on his own errand of pleasure or business. While working near where the trail crosses Bird's Tail Creek I counted 55 carts in one train as they started off, leaving many more still camped in the valley.

Many people object to this part of the Dominion on account of the inclemency of the winter weather, great distance from market, want of timber, and destitution of schools, churches, and other luxuries of civilization. These I will answer in turn.

That the mercury descends lower at Winnipeg than Stratford is quite true, but it is the unvarying testimony of all with whom I conversed on the subject, that although the weather is colder, they do not feel any more inconvenience from it than they did in Ontario, 600 miles further south, and that people when travelling in the North-west will lie out at nights during the coldest weather. I have also been informed that native horses will live out all winter and be seal fat in the spring. Now the question is, are we to believe the experience of the inhabitants, or be led away by a mere speculative theory?

Again, with respect to markets, Manitoba is as well off as any new portion of country. There will be a good market for many years (at least till a railroad is built) at each farmer's door to immigrants. The outlying settlers will, in particular, have an advantage of this kind. At 50 cents per bushel, wheat growing in Manitoba will pay as well as at 4s. in the County of Perth, because twice as much to the acre can be produced, and that with less labour. Besides all this, before a great many years, communication will be opened out through Hudson's Bay, thereby bringing Winnipeg within as direct intercourse with Liverpool as Toronto is, to accomplish which a railroad of only 375 miles is required to connect Port Nelson, on Hudson's Bay, with Lake