

SYSTEM OF SURVEY.

The system of survey in force in the Dominion lands in the North-west is very simple and easily understood, even by one entirely inexperienced. The lands are laid off in townships, which are almost square in form, measuring on their east and west sides, from centre to centre of road allowances, which form their boundaries, exactly 483 chains, and on north and south sides, 486 chains, more or less according to slight convergence or divergence of meridians. These townships are numbered in regular order to northward, from the 49th parallel of north latitude, which forms the INTERNATIONAL BOUNDARY LINE, between the territories of Canada and those of the United States, and they lie in ranges which are numbered in regular succession westward of standard north and south lines called "principal meridians," to be found marked on official maps. Each township is sub-divided into thirty-six sections of 640 acres, or one square mile.

The course of lines surveyed in the North-west is marked on the ground by the erection of posts or mounds, which guide the prospector and also serve as landmarks to establish boundaries of farms. These posts and mounds indicate corners of townships, sections and quarter sections, and will always be found in the north-east corner. Posts are three inches wide and show two feet above ground. On the prairie the posts stand in the centre of mounds. Iron posts are placed at township corners, and the top figures indicate the range. Quarter section posts are simply marked $\frac{1}{4}$. With these points fully understood, it is not difficult for the prospector, after selecting a location, to proceed to the nearest land office and give an intelligent statement where he desires to settle. It must be remembered that sections Nos. 8 and 26, and 11 and 29, are reserved for Hudson's Bay Company and for School Lands.

POPULATION AND RAILWAY CONNECTION.

The population has enormously increased in the last year or two. And yet we don't think that it is of the mushroom kind, so commonly quoted of American advancement in the Western direction. Eleven years ago the population numbered only a few hundred, to-day, according to the best information we can obtain, it must be in the neighbourhood of 300,000, of which the city of Winnipeg counts about 25,000. Of course in the present transition state of things it is impossible, even with the most accurate official enquiry, to obtain exact statistics on this point. One thing, however, is certain, that the Province is rapidly filling up by immigration from Europe; the immigration of farmers' sons from the older Provinces and the United States. And this peopling is, we believe, of the very best class of settlers, viz., men who are in earnest as to making the country their home, and living in, and working for its advancement. In fact it is astonishing to hear the self-satisfied and patriotic opinions of those who have lived in the country, and some of them only a few months. They are enthusiastic about their own, and the country's prospects.

The great drawback which has hitherto existed to the settlement of Manitoba and the North-West, viz., travelling connections with the sister Provinces and the world generally, is now removed. Through the Canadian Pacific Railway and its connections, easy access in now made to almost every part of the North-West, and before the close of 1883, it will reach the Rocky Mountains.