

ulture is attaining considerable proportions in Winnipeg, Portage, Brandon and other western towns. There are five elevators at Cretna and this season the amount of wheat delivered was expected to reach 250,000 bushels, a very creditable total considering the short crop and the vicinity of the four smaller points mentioned and Morden not a great distance away. The Queens hotel, H. Braun, proprietor, and the International, Otto Ritz & Co., proprietors, furnish really good accommodation.

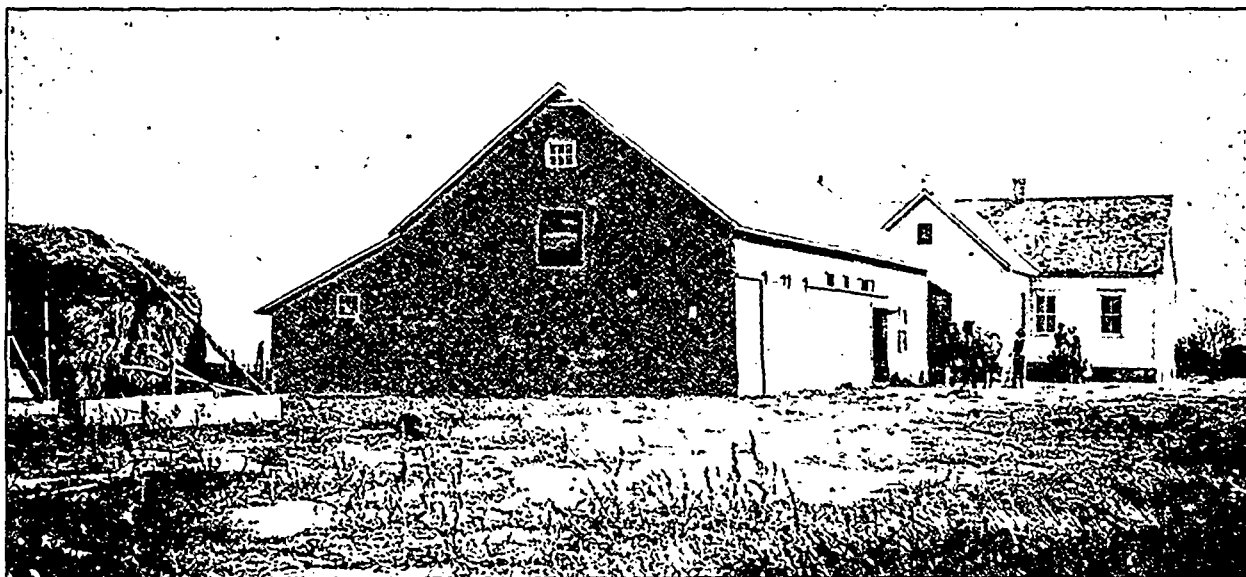
#### THE MENNONITES.

In writing of Gretna a passing notice of the Mennonite colony is quite appropriate, though that devoted and unoffending, twice expatriated race has been, time and times again, the subject of journalistic sketch, review and study. This time they will be set off lightly. Neither their homes, their habits, their family life and their corner cupboards nor cosmopolitan sleeping arrangements shall be investigated, but shall be left unexplored to the view of the gaping crowd. The visitor is impressed with the almost uniform appearance of thrift

vated largely. Some difficulty has been experienced in the past in obtaining sufficient water supply in some portions of the district. This fall a discovery was made of a splendid vein yielding flowing wells, a few miles northwest of the town. As things are going now the Mennonites, who have long ago used up all their own reserve and have begun spreading out both north and west, will stand a good chance of absorbing a large part of this fertile wheat area. Many of them have already purchased and settled on land west of here and more will do so. Crops were fairly good this year, but then Red River valley land is the surest land in the world for a crop. Some cattle are raised along the Red River, but more could be. An example of the capabilities along this line is the enterprise in which Jas. Connery is engaged. In addition to his retail butcher business he has established quite a stock ranch. He secured a piece of ground on the river just beside the town. Here he has erected large stables, built of one thickness of lumber tightly put together, the roof being made

out straw that was burned every year would feed hundreds of cattle. Lastly as to cattle, he bought all kinds. If one was fit for beef or shipping, it could go. If a thin beast, he could put it in his stables in the winter or on his ranch in summer and get it into condition. He made a specialty of buying up young cattle, and for the coming summer he would have quite a dairy department, 30 or 40 milking cows; this number he proposed to increase in the future. He had gradually grown into this idea and found that the work of providing shelter and food could be both cheaply and effectively done—with some work. It was better business than letting young stockers, even calves, be shipped out of the country. He also has a number of sheep and hogs to feed. Mr. Connery is one of the old-timers of Morris, having had his up and downs along with the town.

Lawrie Bros. are general merchants, long established and well known in Morris. Chisholm & McKenzie and McIntosh & Co. are also general merchants. Mr. Chisholm, of the former



MANITOBA FARM HOMES—MENNONITE FARM BUILDINGS NEAR ALTONA

and neatness everywhere seen not only about the buildings, but over the fields and farms. The houses are tidy and not pretentious, in most cases painted. The farm machinery is not scattered about, but carefully housed when not in use. The habit of living in little clustering villages and going abroad to the fields is still continued—that is the original little villages which dotted the reserve from the first settlement, still exist, and the canny Ruso-Teutons are much too thrifty to leave the houses deserted and untenanted.

#### MORRIS.

This town is perhaps the most marked instance of the results of boom time methods. It still retains its dimensions of three miles square, nine sections, of level land, when half of one-quarter section would be ample for all its requirements. The town suffered greater reverses owing to the desertion of much of the farming area surrounding it. That drawback is, however, being remedied rapidly and the prospects are that all the land will soon be occupied again and culti-

of poles, laid as if for thatch, only a flatter roof, and the poles are not close together. On this straw manure or sods are placed, forming a close warm roof. One point noticed is that the walls are a fairly good height. Mr. Connery has had one stable for some time, and this fall just completed another much larger. When these stables are full the cattle are often too warm and the vents in the roof often require to be opened in winter weather. In the stable built this year the initial cost was greatly reduced by working up a lot of second hand bridge timber, plank, etc., bought cheap. The framework of these stables is strong, and yet cheap, and no skilled labor is needed, any farmer being able to put them up. As to feed, Mr. Connery said he could not understand why farmers talked of feed being scarce. He had plenty of hay, and even with the large stock he was feeding he could sell some. He had hired a couple of men for a month and put up all the hay he wished, and there was plenty of hay went to waste every year. Then the good chaff and

firm, was mayor of Morris for 1897. J. M. Phillips has a good stock of hardware, stoves and tinware. C. J. Kercher handles a line of hardware and groceries. Morkill and Whitworth are lumber dealers and general agents. J. C. Nichols has one hotel. P. Kastner, the other near the depot. There are three grain elevators and as the Morris-Brandon branch of the N. P. & M. strikes off from here, it is quite a railway centre. The C. P. R., Great Northern and the Pembina branch trains also pass daily so that the train service is splendid. Morris may have a past but the future is looming up brightly on the inner rim of the horizon.

The Great Northern Transit Co., Limited, and the North Shore Navigation Co., Limited, have established a new steamboat line between Collingwood, Owen Sound, Fort William, Port Arthur and Duluth, to be known as the Georgian Bay and Lake Superior Steamboat line.