

# Manitoba.

## Roads on the Prairie.

To a native of the eastern provinces of the Dominion, accustomed to a country possessed of a rough surface with many rocks, abrupt hills, frequent swamps and other obstacles to easy travel, that exist more particularly in new districts, the roads on the prairie of Manitoba must cause surprise and admiration on account of their vast length, and perfect smoothness. Except during a very wet time, there is no difficulty in moving heavy loads for hundreds of miles over pathways where no money or time have ever been spent on improvement. On these prairie roads, smoothed only by the wheels of wagons, many travellers will drive their horses eighty miles in a single day, without considering that an injustice has been practiced on the horse, although the horse may think differently. The absence of steep hills and general freedom from all obstacles, on prairie roads, leads men to use means of conveyance and locomotion such as would be impracticable in almost any other than a prairie country, and even houses upon wheels have ceased to be a novelty. Settlers moving from one point to another, bridge builders, railroad contractors, land surveyors and others, like the snails, often take their houses with them in the form of tents upon wheels, and sometimes the cabins are made of thin boards, well jointed: the apartments usually consist of a bedroom, and a kitchen furnished with a small stove. Those who go round amongst farmers with threshing machines, are frequently provided with these movable houses, which in that case are used only as sleeping apartments and contain an ample supply of bedding; thus relieving farmers who may not find it convenient to accommodate a dozen or more men with beds on short notice. The fine roads of the prairies also permit the use of traction engines, that not only travel from one farm to another to drive the thrashing machinery, but besides doing this haul after them the separators and the car-like houses for the accommodation of the men. When farmers, travellers, land hunters or explorers find it necessary to move to great distances, the prairie roads form pleasant pathways on which to journey, for besides being smooth and dry, there is, in summer, abundance of the finest pasturage for horses and cattle on either side over a boundless extent of country, so that while the traveller has his house upon wheels in which to rest and sleep, a spare horse or two can be permitted to follow the little caravan, and a cow giving milk often goes in company to supply the luxury of cream for the coffee. As there are trails everywhere, from the great lakes to the Rocky Mountains, and from the Missouri River to the polar sea, it is an easy matter to travel in the Northwest during summer, and in autumn excursions on the prairie are delightful, for then game abounds. There are deer and partridges in the groves, with sometimes a bear; there are wolves and foxes on the plain; ducks and geese on the ponds; fish in the rivers, and grouse every-

where, with generally the most delightful weather ever experienced in any country.—*Pilot Mound Sentinel.*

## Killarney.

Killarney is one of the few towns in Southern Manitoba that has the advantage of being close to an interesting sheet of water where, in summer, boating and fishing can be engaged in. The town is in the centre of the fine municipality of Turtle Mountain. A number of beautiful creeks like their rise amongst the hills south of the boundary, and flow on Canadian soil towards the Pembina. Bounded on the south by a projection of the Mountains and on the north by Pelican Lake, the largest of all the Pembina lakes, this portion of Southern Manitoba is exceedingly attractive. The town occupies a most pleasing position between the railway and the charming lake with wooded and romantic shores. There are four general stores, two hardware stores, a drug store, a stationery and fancy store, a harness shop, a bakery, a butcher shop, several blacksmith and carriage shops, two or three implement warehouses, a couple of lumber yards, etc. There are two large and excellent hotels and two churches, one of which is brick. The people of both town and country are just now rejoicing over the erection of a new roller flour mill, of seventy-five barrel capacity.—*Ex.*

## Notes.

Ernest E. Thompson of Carberry, has been gazetted Naturalist for the province of Manitoba.

The Winnipeg Board of Trade is asking that the postage on drop letters in the city be reduced to one cent.

The daily sessions of the call board of the Winnipeg Grain Exchange were resumed on Monday, November 14th.

During the weeks ending the 5th and 12th of November respectively, 403 and 276 cars of wheat were inspected at Winnipeg.

The new electric car lines on Portage Avenue, Nena and Logan streets, Winnipeg, were put in operation on November 14th.

The men who have been working on the Soo extension all arrived in Winnipeg last month, the work having been stopped for the winter.

Residents of the western portion of North Winnipeg are agitating for a foot bridge over the C. P. R. yards which will give them better communication with other parts of the city.

On the first day of the Winnipeg tax collections for the year 1892, over \$7,000 was received. The tax collector expects that \$250,000 will be paid in before the end of the year.

The statement has been made by a gentleman who ought to know, that upwards of 9,000,000 bushels of wheat have already been carried out of Manitoba by the C.P.R. and N. P. & M. R. Companies this season.

Rev. D. Campbell, Presbyterian minister at Hurland, while in Winnipeg attending the meeting of the Synod spoke highly of the progress being made by Hurland. The C.P.R. have made the town a divisional point.

A. O. Cheney, a young business man of Brandon, accepted the assistant secretaryship of the Y.M.C.A. in Winnipeg, succeeding Mr. Ball, who goes to Calgary.

Before the Winnipeg Historical Society on Thursday evening December 1st., Rev. Dr. Bryce of Manitoba College, read a paper on the early history of the Hudson's Bay Company and C. N. Ball gave an address on the trade of this company in its early days.

A recent issue of the *Liverpool Press* contained the following note: "The annual harvest festival of the Church of St. John, Belvedere-road, was held on Sunday. The church was decorated with fruit, flowers, etc., with rare good taste and great lavishness, the blinding of grains and grasses lent by Mr. A. McMillan, of the Manitoba Government contributing to heighten the beautiful effect."

The Dominion Government Savings' Bank transactions at Winnipeg for the month ending 30th November were:—

Deposits .....	\$22,472.00
Withdrawals .....	26,391.48
Spirits .....	\$19,523.71
Male .....	3,395.12
Tobacco .....	14,485.25
Cigars .....	855.45
Petroleum inspection .....	1,044.20
Other receipts .....	74.93

Total : ..... \$39,633.79

Total for November, 1891 ..... \$31,298.26

Increase ..... \$8,335.53

Several slight changes have been made in the Northern Pacific Railway Company's Winnipeg time card which came into effect on Sunday, November 20th. The running time between Winnipeg and St. Paul has been reduced and in future the express will leave Winnipeg at 11.45 instead of 11.10 as heretofore. It will arrive at 4.10, its former time being 4.25. The time of arrival and departure at St. Paul has not been changed. On the Brandon branch the train will depart from Brandon at 7.30 instead of 6.45, arriving at Winnipeg at 2.45 instead of 2.20. On the Portage line the regular will depart from Winnipeg at 3.40, arriving at Portage in Prairie at 7, in place of 4.30 and 7.40 as previously. The return run will be made leaving Portage at 8.25, arriving in Winnipeg at 12.10. The former time of arrival was 11.35.

The Winnipeg Board of Trade and Grain Exchange is taking up the matter of the establishment of grain elevators at Winnipeg for the storage, cleaning and drying of wheat and other grains. It is expected that if such an elevator is built it will be of a capacity of not less than a million bushels, and fitted up with the most modern machinery for cleaning and drying grain. A good portion of it would be fitted with storage bins of a size to contain only one or two cars of grain so that the identity of particular cars could be preserved. Grain coming into the elevator would first be cleaned and then weighed into bins by a Government weighmaster, after which the shipper could get a warehouse receipt with a Government certificate of weight and grade attached which would make them negotiable at sight. With such an elevator at Winnipeg the chances of grain blockades would be greatly lessened.