

## FROM MAINE TO THE BRITISH PRAIRIES

### A TOUR OF INSPECTION BY UNITED STATES FARMERS.

The Results Stated—Millions of Acres of Fine Land—They Decide to Sell off and Leave the States for British Territory. The following important letter has been received for publication:

After having seen the advertisements of Mr. T. W. Child, Colonization Agent for the Northwestern portion of Canada, we all made up our minds that if that country was only half as good as represented, it would be just exactly the place for us. We have now lived in Maine for a number of years and as we have never accumulated any great amount of wealth, we came to the conclusion that we would take a trip to the Canadian Northwest and if it came up to expectations, settle there permanently.

We left Portland, Maine, on the 11th April at 6.15 p. m. by the Mountain Division of the M. C. R. R'y., arriving in Montreal the following morning at 8.15 o'clock; there we received our tickets from Mr. Child which would take us to the far west for \$18.00. We left Montreal the same night on a train composed of ten coaches filled with colonists bound for the west.

We passed through a fine country in Ontario, until we came to Sudbury; but from here to Port Arthur we found the country rough and broken and only fit for mining and lumbering; we understand that there are several very valuable mineral deposits in that section. We arrived at Port Arthur and Fort William the second day, wherefrom the C. P. R. ship most of its grain and other freight. We were wondering all the way up how it was that a great railway like the C. P. R. would ever build through such a broken country; but on the third day about 3.30 p. m. our curiosity was satisfied, as we then for the first time saw

THE GREAT PRAIRIES of the North American continent and we were greatly surprised when we rolled in at the C. P. R. depot at Winnipeg later on in the day to see such a splendid city, as it certainly exceeded anything we had expected to see. The streets are wide and in dry weather very clean, and the buildings of the most modern kind, in fact, it is one of the most pleasant looking places we have ever been in. The Northern Pacific hotel is a fine building, with seven stories and is said to be one of the best hotels on the continent; it cost, we were told, quarter of a million dollars to build. The Hudson's Bay Co. have also a fine store in the south end of the city, which carries a full assortment of all kinds of merchandise and very few stores in the east can compare with this. This company is one of the richest in the world and employs thousands of men in different capacities all over the Northwest, where they have numerous "posts." Winnipeg is certainly

THE "CHICAGO" OF THE NORTHWEST and we have no doubt that with the country it possesses to back it up, that city will in time be one of the largest on the American continent. On our arrival at Winnipeg, we were met by Mr. G. H. Campbell, the Dominion General Immigration agent, and he was one of the most pleasant gentlemen we have ever met, and of great assistance to us during our travels in Canada.

On Saturday, 16th April, we left Winnipeg to look over this much talked of Northwest which we thought we would be able to do in three or four days. We soon found out that we were mistaken and if we had stayed three or four months, we should not have been able to see all there was to see. We started for Calgary in the afternoon and we saw on all sides evidence of great prosperity as we passed along over the prairie. Calgary is situated 840 miles west of Winnipeg, and it takes some three days to reach it; during this journey we had a splendid opportunity of seeing exactly what the country was like and we were more and more surprised the further west we travelled. Fancy,

MILLIONS OF ACRES LYING IDLE, when it only requires a plough, team, harrow and seed to cultivate it. We did not see a stone, and in places there would be nothing to prevent a farmer from ploughing a furrow scores of miles long without obstructions. We noticed that the farmers in the Northwest were seeding far earlier than we could in the State of Maine; in fact, we found that country to be anything but a country for "wild Indians and buffalos," as is the usual opinion of the eastern farmers.

We arrived in Calgary on Monday at 2.30 a. m. This town is the great ranching centre of the Northwest and has about six thousand inhabitants. It also has a very favorable situation, as it is only sixty miles from

THE ROCKY MOUNTAINS where there is a vast expanse of coal and minerals of all sorts and it is surrounded by a fine farming and ranching country. After having looked all over this town, we started for Red Deer about 8 o'clock a. m. the following day. We had all read the Rev. Leo Gaetz's pamphlet on this district and we can only say, now that we have been all through it, that he has not said half of what there is to be said about this grand country. We had the pleasure of meeting Mr. Gaetz himself and he gave us some very interesting information about the country. Mr. Gaetz has been in this district for the past eight years and owns about half the town site of Red Deer, which is a rising little town on the Calgary and Edmonton R'y. From there we drove about fifty miles with a pair of bronchos that had been.

RUNNING OUT DOORS ALL WINTER. Here we began to see the park region about which Mr. Child had told us, and we would not have believed that it was possible for any country to have such fine grasses in its natural state. The Red Deer country contains water, wood, grass and coal enough to feed all the people and cattle on earth. We saw veins of coal on the banks of the Saskatchewan fifteen feet thick and some of them extending over eight miles in length.

All a farmer has to do in this district is to drive down to the river and bring his pick and shovel and he can take home fuel enough of a very superior kind to last him for a month or more. The whole country is splendidly adapted for mixed farming, as is also the entire district around Edmonton. On Tuesday, April 20th we left Red Deer and went west as far as Regina where we arrived on the following Tuesday at 11.30 p. m. This is the capital of the Northwest Territories and is the seat of the Northwest Legislative Assembly and the headquarters of the Mounted Police Force. The Lieutenant Governor of the Territories also resides here. This is a very fine town and is composed mostly of solid brick buildings on the principal streets and comfortable frame dwelling houses. The country around Regina and Saskatoon is not well adapted for farming, being somewhat dry and barren soil, but from Saskatoon to the north is first class. We arrived at

PRINCE ALBERT at 9 p. m. and we were more than surprised to see such a town about 700 miles north of Portland; we were told that it counts 1,500 souls. This is one of the principal towns of the north and while we were there we saw two steamers of about 280 tons burden in port. These steamers run on the Saskatchewan and adjoining lakes from Edmonton, west of Prince Albert, to Selkirk, a little town about 20 miles from Winnipeg, and the principle port on Lake Winnipeg.

On the next day we started out in company with Mr. R. H. Mair, the government agent at Prince Albert, to inspect the Carrot River and Stoney Creek districts, and we honestly believe that we are not exaggerating when we say that this is without doubt one of the finest, if not the

FINEST COUNTRY ON THE CONTINENT of America, as all the requisites for successful farming are found here in great abundance, and of a very fine class. The water is first class and there is just enough timber for building purposes and fuel, without it being in the way for farming operations. We spent four days looking over this country and stopped one night at Mr. Myers place. This gentleman is a member of the Legislative Assembly. Mr. Myers came to the Carrot River district in the year 1883 and at once started a stock ranch in partnership with his brother. We saw his cattle and could not believe our own eyes when he informed us that they had not a roof over their heads all winter and had been fed on the hay made from natural grass of the prairie; the cattle were all in first rate condition and most of them even fat. Everything

BORE EVIDENCE OF PROSPERITY in this country. Mr. Meyers grew 35 bushels of No. 1 hard to the acre and oats weighing 45 lbs. per bushel, with 90 bushels to the acre, and barley with a yield of 60 bushels an acre. We then visited the Stoney Creek district and had a look at Mr. Campbell's farm there. He raised 432 bushels of oats on 44 acres weighing 42 pounds per bushel, and as fine a lot of oats as was ever grown.

We noticed that the prices paid for farm produce were such that with

reasonable care and good management a poor farmer in the Canadian Northwest ought to become independent in a very few years. The climate is a very agreeable one and although it certainly is cold here in the winter time, still anybody does not seem to feel it as much as in eastern countries, it being extremely dry. During the most severe storm of the season we drove all day, the driver without gloves of any kind and

NOT EVEN AN OVERCOAT on while some of our party were very thinly dressed and had no cover for our hands whatever, and we cannot say that we suffered from the cold very much. Some of us have been in Dakota, and during a storm of the same velocity there it would have been impossible to be out of doors without running the risk of being frozen to death.

In conclusion we wish to state that the best evidence we can give of our entire satisfaction with the country is this that as soon as we possibly can, we are

GOING TO SELL OUT our property in the State of Maine and move to the great Canadian Northwest where we intend to take up land and make our future home; and our advice to every man, woman and child in the State of Maine particularly, and the United States generally is: "Go and do likewise."

(Signed), A. H. PRICE, North Fryling, Maine.  
F. A. RUSSELL, Andover, Maine.  
C. MURPHY, Maine.  
E. MURPHY, Maine.

### EMPIRE TRADE CONFERENCE. A Resolution Adopted in favor of Inter-British Trade.

London, June 23.—The Empire Trade Conference lasted all day to-day. Many leading colonists were present, including all of the Canadian delegates. The Right Hon. James Lowther presided. He said Lord Salisbury sympathized with the desire of the league, that preferential rates be established, but he wanted constituencies educated before undertaking to legislate on the matter. Mr. Lowther said that in his Hastings speech, Lord Salisbury had shown that he no longer ignored the essential elements of the commercial situation in Great Britain. Though Lord Salisbury did not precisely endorse the fair trade principles the league advocated, he said in his Hastings speech enough to show that he did not entertain the narrow prejudices with which the subject was too freely surrounded in ministerial utterances.

SIR CHARLES TUPPER'S SPEECH. One of the features of the sittings to-day was an able address by Sir Charles Tupper in which he painted in glowing terms the capacity of Canada as a food producing country. He said that even if Great Britain, by a trade policy, antagonized all of the other food producing countries in the world, the mother country need not be short of the amplest supply of food. Canada was capable of supplying the entire Empire with food. Sir Charles Tupper warmly urged the adoption of a preferential tariff within the Empire. He also placed a duty of five shillings per quarter on American grain, and that Canadian wheat should be admitted free.

Sir Donald Smith spoke in very much the same strain. He declared that the McNeill resolution recently passed through the Canadian House of Commons voiced the opinions of the great majority of the Canadian people, who earnestly desired closer trade relations with the mother country than those actually existing.

The agents general of the Australian colonies, New Zealand and the Cape of Good Hope spoke in favor of the establishment of preferential duties.

RESOLUTION FOR INTER-BRITISH TRADE. Rankine Dawson and the Hon. Mr. Holbrook also spoke and a resolution in favor of inter-British trade was unanimously passed amid hearty cheers.

### Dalesboro.

Dalesboro, June 15.—I would like to write a few lines to let the world know how we are getting along here. Dalesboro is about ten miles from the new town of Alameda on the Souris coal fields line. It is a fine country for grain raising, is high and dry with good soil and early. It is also wonderfully exempt from frost in harvest time. Only one year in ten has any damage been caused thereby—that was in 1888, and the frosted wheat was equal to some southern wheat and sold for fair prices.

The balance of threshing left over from last fall is nearly all completed. Now that the much needed railway is built through here the farmers are encouraged to farm more extensively. T. H. Northcote has in a crop of over 100 acres. Building and breaking is now the order of the day by the enterprising farmers. Stewart and Holmes, new settlers, are breaking up the prairie in good style.

### NEW LOCATIONS IN THE SOURIS COAL REGION.

Coal Found 34 Feet Below the Surface of the Prairie—Railway Extension—Wonderful Growth of Grain.

Winnipeg, June 17.—Supt. Whyte has returned from his trip of inspection over the Souris extension and the proposed line to the "Soo" district. The object of the trip was the location of the "Soo" junction with the branch line and after a careful inspection of all the desirable points for the work the south east quarter of section 38 in range 8, township 2, was chosen.

Men are now engaged in plotting out a town site which will be on section 27, about half a mile distant from the depot. Major Walsh, who is manager of the coal mines met Mr. Whyte at this point and definitely located sites for mines on sections 27 and 28. There was some difficulty in arranging for a spur line to the shaft, owing to the character of the country just here, the shaft being located in a coulee. It was found however, that a spur about half a mile in length could be constructed, which could be built without much engineering difficulty.

The coal is located 34 feet below the prairie level, and Mr. Whyte considers it of a very good quality, possessing great heating properties. Major Walsh returned from Souris last night. He was accompanied by his brother, who will have charge of the mining operations.

A visit was also made to the Pipestone extension, which will be about thirty miles in length. Mr. Strevel has the contract for grading, and has completed about six miles of the work. He expects to finish in about two month's time, and rails will be laid as rapidly as possible. Mr. Whyte located the sites for four stations on the line.

The party also drove from Glenboro to Souris City, and located Carmichael, the new station which will be on this extension. Between Deloraine and Napinka, Nedora will be the station.

In speaking of the crops, Mr. Whyte said they looked remarkably well. The growth has been wonderful in the past two or three weeks, and the whole country bore a prosperous appearance. Considerable breaking had been done by settlers, and the harvest this year would doubtless equal that of last season.

### A GOOD PLACE TO GET AWAY FROM.

Hard Times in The States—A Simple Case From Real Life in Brooklyn.

Henry George gives one instance of the grinding, heartless, terrible poverty of the working masses in the larger cities of the United States in his great work "Protection of Free Trade," which we reproduce for the enlightenment of those who erroneously suppose the United States are still the El Dorado of the working man. In doing this we may remark that such extreme, abject desperate poverty as is now found in almost every large city in the United States is, speaking in a general sense, unknown in Canada. This is what George writes:

"I rode not long since on the platform of a Brooklyn horse-car and talked with the driver. He told me, bitterly and despairingly, of his long hours, hard work and poor pay—how he was chained to that car, a verier slave than the horses he drove; and how by turning himself into this kind of a horse-driving machine he could barely keep wife and children, laying by nothing for 'a rainy day.' 'I said to him, 'Would it not be a good thing if the Legislature were to pass a law allowing the companies to raise the fare from five to six cents, so as to enable them to raise the wages of their drivers and conductors?' 'The driver measured me with a quick glance, and then exclaimed: 'They give us more because they made more! You might raise the fare to six cents or to sixty cents, and they would not pay us a penny more. No matter how much they made, we would get no more, so long as there are hundreds of men waiting and anxious to take our places. The company would pay higher dividends or water the stock; not raise our pay.'"

The above true pen picture of white slavery in United States cities applies to every large centre of population in the Republic.

Dominion City. Dominion City, June 17.—Threshing has become general, and, contrary to expectations, most of the grain is turning out dry. A large quantity of grain has yet to be marketed here.

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