

short line from Du-
it, and thus make
e Northern Pacific
he Canadian North
from Winnipeg to

Canadian will
the fact that a
when built, will
y, that it will be

money, and con-
enterprise andly,
the idea embodie
tially the same as
n propounded in
is true that in his
Paul an objective
to carry the line
ross at the Saint,
with the Northern
it had the same
aking the North-
Canadian, tributary
ests. He was de-
suggestion. That
nted out how set-
ould be impeded
ers attacking the
ican part of the
to settle in the
lusively on Cana-
d to be the only
upport. That
ob's friends have
those years, and
hey left office with
ighly miles of the
elkirk inlet, with
mplete, simply in
id A. Smith and
ian manipulators
this time a Cana-
immigrants into
and we would
Interests of the
ent, and the late-
sist the appeal.
the grain of the
y different ques-
migration in, and
rmer that I hope
ffered far, carried
such enterprises
success of the
the Government
expenses of the
st, must depend
a great shipping
erica.

LETTER III.

RAILWAY RIVALRY AND RAILWAY TIME TABLES—
AMERICAN IMMIGRATION AGENTS AND THEIR
UNPATRIOTIC ALLIES—ST. BONIFACE TO WIN-
NIPEG—THE CAPITAL AND ITS APPEARANCE.

WINNIPEG, August, 19, 1879.

There are two ways of getting into this
and thereby hangs the tale which ex-
ains the time-table arrangements of the St.
and Pacific Railway. We can come in
n the Pembina division of the
Canada Pacific Railway; or we can come by
the famous Kitson-Hill steamers,
owned by the St. Paul and Pacific Railway. The Pem-
bina branch is leased by the Government to
Upper & Co, who are now running it. Its
experience—as to construction, has not been
happy one, and it is not yet ballasted; so
that it takes four hours and a half to do the
distance. There is strong opposition
between these two routes; and the St. Paul
and Pacific, holding the whip-handle, are able
to make that by water in all respects the
more pleasant. Why passengers from the
east are detained twelve hours in St. Paul is
basily understood by the light of this rivalry.
If the train started, as reasonably it should
do, from St. Paul on the arrival of that from
Chicago in the morning, passengers would
arrive at St. Vincent at six o'clock in the
morning instead of six o'clock in the even-
ing, and with day light, and the prospect of
reaching Winnipeg about noon, the boats,
which, in that case, would only reach at
night, would stand a poorer chance of com-
peting. They would still have the advan-
tage of a sail up the river by day-light,
which, with those to whom a few hours was
not a matter of much consequence, would be
a strong temptation; but the business cur-
rent would pass over the railway, and that
is precisely what is not wanted by the St.
Paul and Pacific. This, after all, is human
nature, and my reflections must be taken as
explanatory rather than condemnatory. But
it did seem, when we arrived at St. Vincent,
as if the policy was carried a step too far.
The junction is a few hundred yards from
the steamboat landing, and it would not ap-
pear to be an excess of courtesy to have
stopped so that passengers going on by rail
might disembark for supper, before chang-
ing cars. But as supper, and I believe a
very comfortable one, is served on the

the steamer, there is an additional reason
for embarrassing travellers by rail, and the
train runs down to the steamboat landing,
remaining there long enough to discharge
baggage, and then leisurely moves back to the
junction. The conductor on the Pembina
branch is fortunately an obliging young
man, and he detained the train long enough
to permit us to have a hurried meal. In
spite of these efforts to force travel by the
steamers, the majority of the passengers took
the train.

We had an opportunity of realizing how
desperate are the efforts of the United States
land and immigration agents, to prevent im-
migrants from settling in Manitoba. Among
the passengers were a young man and his
wife and child, with a brother, just arrived
from Ireland, evidently respectable well-to-
do Irish Protestants; and another family
from the neighborhood of Kingston. They
said they had been greatly discouraged by
the stories told them by people on the train
as they came on, of the miserable condition
of Manitoba and the Northwest, and the
greater advantages of settling in Minnesota
or Dakota. To strangers going into a strange
country, it is not wonderful that these stories
have their depressing influence. We had a
chance of learning soon how persistent are
these inducements and misrepresentations.
A tall intelligent-looking man, farmer-like
in his appearance, without the slightest air
of officialdom about him, struck up a conver-
sation with the party, and with a glibness
that was simply marvellous, and that surely
sprang from some other motive than a fixed
salary, he descanted on the greater advan-
tages of the States over the Canadian North-
west for settlers. It was bad enough that
these bummers should be on the track of
immigrants to Canada on American rail-
ways. But here was one following up the prey
through Canadian territory, to the very door
of their future home. What is being done
to counteract this kind of thing I don't
know. That something should be done all
will admit, and it is fortunate for Canada
that the department whose duty it is to look
after this branch of the public service, is
presided over by so clear-headed and practi-
cal a man as the present Minister of Agricul-
ture.

It is a pity that the spirit of party is so
strong as to give as the most valuable allies
of these American agents a portion of the
Canadian press. The Winnipeg Free Press
is a well conducted, enterprising paper,
whose proprietors have given the best posi-