

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.

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-
There are two ways of getting into this
enterprise and, thereby hangs the tale which ex-
the idea embodied in the time-table arrangements of the St.
tially the same as the Canadian and Pacific Railway. We can come in
n propounded in my train by the Pembina division of the
is true that in his Canadian Pacific Railway; or we can come by
Paul an objective boat by the famous Kitson-Hill steamers,
to carry the line, I believe, controlled if not owned by
ross at theault, he St. Paul and Pacific Railway. The Pem-
with the Northern branch is leased by the Government to
it had the same Upper & Co, who are now running it. Its
aking the North-western experience—as to construction, has not been
Canadian, tributary, happy one, and it is not yet ballasted; so
ests. He was de- that it takes four hours and a half to do the
suggestion. That twenty-five miles. There is strong opposition
nted out how set between these two routes; and the St. Paul
ld be impeded by and Pacific, holding the whip-handle, are able
ers attacking this to make that by water in all respects the
ican part of the more pleasant. Why passengers from the
to settle in the east are detained twelve hours in St. Paul is
lusively on Cana- as understood in the light of this rivalry.
d to be the only if the train started, as reasonably it should
upport. That is, from St. Paul on the arrival of that from
obe's friends have Chicago in the morning, passengers would
those years, and arrive at St. Vincent at six o'clock in the
ey left office with morning instead of six o'clock in the even-
ghly miles of the ing, and with day light, and the prospect of
elkirk inlet, with reaching Winnipeg about noon, the boats,
mplete, simply in which, in that case, would only reach at
id A. Smith and night, would stand a poorer chance of com-
ian manipulators peting. They would still have the advan-
this time a Cana- tage of a sail up the river by day-light,
immigrants into which, with those to whom a few hours was
and we would not a matter of much consequence, would be
Interests of the a strong temptation; but the business cur-
ent, and the late rent would pass over the railway, and that
sist the appeal, is precisely what is not wanted by the St.
y grain of the Paul and Pacific. This, after all, is human
nature, and my reflections must be taken as
migration in, and explanatory rather than condemnatory. But
rmer that I hope it did seem, when we arrived at St. Vincent,
ferred to carried as if the policy was carried a step too far.
such enterprises The junction is a few hundred yards from
success of the the steamboat landing, and it would not ap-
the Government pear to be an excess of courtesy to have
expenses of the stopped so that passengers going on by rail
st, must depend might disembark for supper, before chang-
a great shipping ing cars. But as supper, and I believe a
erica. 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 was 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 bums 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 possi-