

### The Arrivals for 1892.

The following figures furnished by Agent Smith, of the Manitoba government immigration department at Winnipeg, gives the monthly arrivals of settlers and cars of stock and effects, via Fort William and Gretna for the year ending Dec 31, 1892:

	VIA F.T.W.M. Set- tlers.	VIA GRETTA. Cars Set- tlers.	
January.....	367	25	30
February.....	370	53	26
March.....	4,480	559	53
April.....	4,157	221	72
May.....	2,052	31	40
June.....	1,784	20	46
July.....	1,869	30	69
August.....	1,678	20	40
September.....	1,060	17	25
October.....	753	20	25
November.....	325	8	15
December.....	330	19	21
Via Fort William.....	19,557	1,035	450
			19,557
			20,016

#### SUMMARY.

	Settlers.	Cars S. & E.
Total arrivals, 1892.....	20,016	1,035
Total arrivals, 1891.....	13,123	750
Increase in 1892.....	6,893	279

The above figures apply to parties who have settled within the province of Manitoba, and do not include settlers who have located in other parts of Western Canada. Of those coming in via the N. P. & M. railway, and driving across the boundary, the agent has been unable to obtain any returns, but the number was small and nearly all of them settled outside of the province. Attention is called to the large increase in numbers that arrived from the east during the months of March and April, over the same months in 1891, the increase being 2,472 settlers, and 391 cars of stock and effects.

The Dominion Immigration Agency at Winnipeg reports the following arrivals of settlers for Manitoba and the Territories:—

January.....	475
February.....	756
March.....	6,627
April.....	7,447
May.....	5,074
June.....	3,844
July.....	4,534
August.....	2,225
September.....	2,313
October.....	1,678
November.....	1,148
December.....	774

Total.....36,895

These figures represent the arrivals by Port Arthur and does not include those who entered by Gretna. The total for 1891 was 16,260, showing that there had been a great increase for 1892. It is thought that fully 38,000 new settlers entered Manitoba and the Territories last year.

### Manitoba Hogs.

This year has proved that Manitoba can produce hogs of good quality, to good advantage. There were those who claimed that for various reasons the country was not suited to raising hogs. Some based their argument upon the fact that this is not a corn country. They claimed that we could not compete with corn-fed pork, etc. Others said the winters were too cold for hogs, and that they could not be raised to advantage on that account. Now, all

this has proved false. If we cannot grow corn to advantage, we can grow other stuff which will answer just about as well. The winters are cold, but not too cold to interfere with raising hogs. A good, warm pen is necessary, and when provided with this, the animals will do better, and consume less food, than if they were not provided with comfortable quarters. Barley, potatoes and roots will make excellent food.

This fall and winter a large number of Manitoba hogs have been marketed in Winnipeg, and they have averaged good quality. Now, these hogs have undoubtedly been fed principally on low grade wheat of the crop of 1891. There was a large quantity of low grade wheat from that crop, which it is known has been used for feed, and the greatly increased number of hogs marketed this winter have no doubt consumed a great portion of this wheat. Wheat is not considered as valuable as most other grains for feeding animals, but it seems to make good pork.

The hogs marketed this season have averaged considerably heavier than in former years, as they have been fed longer, owing to the abundance of cheap grain. Quite a number, however, are not as fat as they should be, and with grain so plentiful and cheap, it is a matter of some surprise that farmers do not feed up better. From 50 to 100 pounds could be added to the weight of many of the hogs, by a little more feeding, and it would pay much better than selling the grain. Improvement in the breed is also desirable. The average run of Manitoba hogs do not show sufficient care in breeding, as well as neglect in feeding to best advantage. This is a loss to the farmers. The breed could be improved to the advantage of the farmer, by producing a hog more economical to raise, while the marketing of hogs not fully fattened, in view of the cheapness of feed grains, is a direct loss, as the increased weight by proper fattening would represent a greater value than the cash price of the grain.

### Rudyard Kipling On British Columbia.

In one of the letters which Mr. Rudyard Kipling has been writing to newspapers in Great Britain and the United States on his trip to Japan by way of Canadian Pacific Railway, he says:—

"You in England have no idea of what summing means in the States and less of the amount of money that is spent on the yearly holiday. People have no more than just begun to discover the place called Banff Hot Springs, two days west of Winnipeg. In a little time they will know of half a dozen spots not a day's ride from Montreal, and it is along that line that money will be made. In those days, too, wheat will be grown for the English market 800 miles north of the present fields on the west side, and British Columbia, perhaps the loveliest land in the world next to New Zealand, will have her own line of 6,000-ton steamers to Australia, and the British investor will no longer throw away his money on hell-cat South American republics or give it as a hostage to the States. He will keep it in the family as a wise man should. Then the towns

that are to day only names in the wilderness yes, and some of those places marked on the map as Hudson Bay posts, will be cities, because—but it is hopeless to make people understand that actually and indeed we do possess an empire of which Canada is only one portion—an empire which is not bounded by election returns on the north and Eastbourne riots on the south—an empire that has not yet been scratched."

### The C.P.R. in Asia.

D. E. Brown, general travelling agent of the C.P.R., has returned from a six months' trip to Asiatic countries in the interests of his company, which was successful beyond his anticipation. The leading cities of Japan, Siam, Malaga, India and Ceylon were visited, and arrangements effected whereby the bulk of the exhibits prepared by these countries, and the tourist travel generally, will be diverted from the Suez canal route to that of the C.P.R., which is offering special reduced rates to the World's Fair at Chicago next year. Everywhere Mr. Brown went, he met with a most cordial reception, and he did not fail to indelibly impress upon the minds of all with whom he came in contact the superior advantages offered by his road over competing lines. Traffic arrangements were entered into with various coasting lines of steamers on the Asiatic seaboard, whereby merchandise intended for the American or European markets will be conveyed by the Empress line. Mr. Brown will go to Montreal in a week or two, to lay his report before the management of the Company, and it is quite possible he will then be sent to look after the interests of Canada's national road in the Australasian Colonies. —Vancouver World.

The Great-West Life Assurance Company of Manitoba which only commenced to do business in August last wrote up over a million dollars worth of insurance between that date and the end of the year. This business of the Company is managed by Mr. J. H. Breck.

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