

A.—Yes, it goes over weight? I sold 500 bushels of oats this year, that weighed from 50 to 100 lbs. per bushel, and so on.

Q.—Did you raise any fax? A.—I raised a small patch of fax last year and it did not fail. I think fax growing in this country will prove a great success.

Q.—Are roots and vegetables generally good? A.—I think vegetables succeed those raised in the eastern provinces in many respects. They are a great success.

Q.—Is there much land unoccupied in this section, and is there such good land not yet occupied? A.—There is any amount of good land in the Battle River valley, and across the North Saskatchewan River, opposite this place, there is any amount of unoccupied land, and will certainly become the greatest farming districts in the North-West, and yet unoccupied.

Q.—Why is it bound to become a great farming community? A.—Because of the great area of country without inferior land. There are 20 miles along the river, and ranging back 20 to 40 miles north from its banks.

Q.—Are there many settlers in the Battle River valley? A.—There are a few, but there have been a great many claims taken up this winter.

Q.—Is there any timber in the valley, and is the water good? A.—There is plenty of timber for all purposes, also abundance of good water.

Q.—Do live stock thrive in this section? A.—Horses, cattle, and hogs do well here. Sheep have not been introduced yet. Cattle and horses grow out during winter, and require very little feeding. Horses not required for work are allowed to run and they receive no care.

Q.—How do Canadian horses stand the climate? A.—They do as well here, in this country as in the eastern provinces, if they are as well fed and cared for. I would advise settlers coming to this country requiring more than one team to bring one team of horses, and the remainder cattle, for very considerable work can be done with oxen without grain, and horses cannot do without oats. If a man coming here to settle is a farmer, or a laborer, he can make capital more quickly than he can in the eastern provinces. But a man with a family and not much help, requires to have on hand about \$1,000.

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The land regulations of the North-West Territories provide for homesteads and pre-emption on liberal terms. All claims established prior to the Act of 1879, will be acknowledged irrespective of position.

WHAT TO BRING AND HOW TO OCKEN TO SASKATCHEWAN.

Intending settlers having horses, cattle and implements, by making arrangements with the railway authorities, who give immigrant special rates—will do right by bringing them along with them; but those not having live stock can purchase outfit at Winnipeg, or if not caring to incur themselves with farming implements, can purchase them at Battleford, there being Agencies established here. Parties having Canadian horses or the means of buying a team, would do well to bring them, for if not over loaded and properly cared for, will stand the trip from Brandon to Battleford successfully, besides, being on hand for future operations as team horses are scarce here in comparison with the demand. By a man of small means will benefit himself by securing oxen and carts. The general prices at Winnipeg are: Double waggon \$65 to \$75; Red River carts, \$10 to \$15; Iron bound carts, \$30 to \$35; Buckboards, \$50 to \$75; Waggon harness, \$30 to \$40; Cart do, \$5 to \$10; Stage do, \$5 to \$10; Canadian teams, 200 to \$400; Nativ. ponies, \$50 to \$80; Yoke of oxen, \$150 to \$175.

CAMPING OUTFIT. A good tent, tin stove, frying pan, tin cups, axes, spades, hammer, brace and bit, saw, auger, drawing knife, saw, nails, assortment of wagon bolts, logging chain, hobbles, and ropes for horses, a shot gun and powder and shot, as game is plentiful on the route.

PROVISIONS. Flour, bacon, beans, dried apples, sugar, tea, baking powder, etc.

ROUTE. Take train from Winnipeg to Brandon, or to the end of the C. P. R., where the prairie trip will begin. Wagons drawn by Canadian horses the load should not exceed 1500 lbs. Good oxen in carts, from 500 to 800 lbs. The best time to travel is in early spring, or fall—the spring being preferable, owing to the pasturage, besides, parties arriving here in time to put up buildings—next year's operations. It will be found a very great advantage in making an early start, which will enable parties to camp early, affording ample time to cut wood, get water etc. It is advantageous to take a "spell" of rest during the day say three times each day, which will give the cattle time to feed. A fair average rate of travel per day is for oxen, 15 miles and for horses 15 to 25 miles.

THE TRAIL. Travellers recommend the Southern Trail on leaving end of the track follow the best on trail to Qu'Appelle, say 200 miles, is the best and shortest—pasturage, wood and good water being in abundance. From Qu'Appelle north to Touchwood Hills, say 50 miles. Intending settlers should supply themselves at Qu'Appelle, or Touchwood Hills with provisions sufficient to make the journey to Battleford. At Touchwood Hills follow best beaten trail to the edge of Salt Plains, 30 miles across—At this point take wood to use in crossing this plain, as there is no wood to be had. As the traveller approaches the woods on the west side he will observe a finger board upon which is painted "Red Road to Battleford, by way of Clark's Crossing on the South Saskatchewan River." Much care must be taken at this point of the journey to avoid missing this new trail, which is 40 miles shorter than any other route to Battleford. Follow the trail to the left of the finger board, until the telegraph line is reached, by following which, travellers will be brought direct to Clark's Ferry and cross the South Saskatchewan River. Continue to follow this trail until another finger board is reached 30 miles from the South Saskatchewan River near the Elbow of the North Saskatchewan River, where the main trail will have been reached, follow it to Eagle Creek, some 10 miles distant, where there is another finger board marked "New Trail to Battleford." If not too heavily laden take the River Trail, which is only 20 miles to Battleford and about 25 miles shorter than the Hill Trail.

There are two places of worship and two schools in Battleford and a Postoffice.

PUBLIC MEETING.

The meeting on Friday the 10th, was for the purpose of discussing the merits of the circular, drawn up by the committee, who were selected at a former meeting, the particulars of which appear in the columns of the HAZARD elsewhere.

Mr. John Carney occupied the chair and Mr. F. Merigold acting as Secretary.

Minutes of former meeting were read and approved, after which, the secretary read the report of the committee including the published circular. Several gentlemen addressed the meeting upon the efforts being made by the citizens of Battleford, and the work accomplished by the committee. Great hopes were expressed that the government would not fail to order the survey of the town site of Battleford and portions of the surrounding country, as very considerable interests now being taken in this section, by parties living outside, which is evinced by the large number of letters of enquiry which continue to arrive by every mail to people in this country. It was moved by G. Gopall, that having heard the report and circular read, that they be adopted. Mr. T. T. Quinn seconded the motion.—Carried.

Moved by Mr. W. MacDonnell and seconded by J. D. Finlayson, that a vote of thanks be tendered Mr. John Carney, chairman, for his services and material contributed to the committee enabling them to publish the circular, also to Mr. P. G. I. Murie, Editor and proprietor of the Saskatchewan Herald—now en-route from Winnipeg—for his enterprise and perseverance in behalf of the North-West, and Battleford in particular.—Carried.

Moved by Mr. F. A. Smart, and seconded by Mr. W. Latimer, that the thanks of the citizens of Battleford be due Messrs. McFarlane and Finlayson, for their valuable assistance to the committee.—Carried.

Moved by Mr. G. Gopall, that a vote of thanks be tendered Mr. F. Merigold for his services.

SASKATCHEWAN HERALD. S. BALLENDINE, of Indian Farm No. 12, Battle River, called upon us on the 29th ult. and reported that the live stock on that reserve were doing well. He also stated that Chief Poundmaker was energetically urging the ideas pronounced in his New Year's speech to his band. Certainly Poundmaker deserves credit for his many efforts, and will no doubt be encouraged by the Agent.

From the Finlayson Bros. we learn that their live stock are doing well, and as these pushing conditions take cattle in charge to winter they generally have a good number on hand. These young men are most extensive agriculturists in this section, and claim that this region is well adapted for mixed and dairy farming. The Finlaysons have had very considerable experience in this country, therefore their opinions on these subjects are worthy of respect. We notice that many of those who passed by here and are returning, would feel more at ease at the present time had they paid more respect to the information solicited from the farmers in this neighborhood while prospecting in this vicinity.

Since our last issue we took a short trip into the country, and while thus engaged we visited Messrs. McFarlane Bro.'s farm, and learned from these enterprising managers that their fine herd of horses wintering amongst the "mythical sand hills" of Battle River Valley, divided into two bands were in excellent condition, and health. They informed us that they only visit their horses occasionally to see whether any accidents have occurred, and that is the only trouble or concern they have about them during the winter. Their excellent herd of cows and young cattle are in fine condition as usual. These cattle leave the yard in the morning, go out on the prairie to graze during the day and return, or are driven home in the evening, going through the same routine as in summer time.

D. L. Clark of Indian Farm No. 12, claims that the Battle River and the Saskatchewan valleys are better adapted for cattle raising than Manitoba. Mr. Clark has had some experience in both sections of country therefore is posted on the subject.

THE CANADA PACIFIC RAILWAY.

GEN. ROSSER'S INFORMATION TO THE WINNIPEG TIMES, FEB. 2nd.

The completion of the C. P. R. to the Saskatchewan next summer will take the road to the Rocky Mountains, facilitating the presentation of heavy work thereto during the winters of 1882-3. Work on the Pacific division of the road is in active progress from Fort Moody to Kamloops, at the occurrence of the north and south branches of the Thompson River. From Kamloops east the Syndicate will put the road under contract this winter—and this portion of the line will be known as the Rocky Mountain Division of the C. P. R. At the present rate of progress the road will be fully completed from Winnipeg to Kamloops in 1887, making a total of 1,800 miles from Winnipeg to Fort Moody. With a probability that the Canadian Government will complete its portion of the line, it is expected that trains will be running through to the Pacific coast in five years from this date.

THE EASTERN DIVISION of the Canadian Pacific will be completed from Winnipeg to Thunder Bay, a distance of 350 miles, by the middle of the coming summer. The company is now engaged in building a connection from Callender station, on the Canada Central Railway, to a point of junction with the C. P. R. on the English River, the completion of which insures the movement of through trains between the Atlantic and the Pacific oceans on the great northern line, and all under the management of the Canadian Pacific Company.

Gen. Rosser contributed the further information that the Province of Manitoba, and Winnipeg especially, is receiving valuable acquisitions to its population from the United States. Millions of money are being brought into the Province from England, and times are brighter than at any mining town ever visited by the General. Immigration has been so rapid that settlements are continually springing up far in advance of the railway construction, and the country cannot be opened and surveyed with sufficient rapidity to meet the requirements of the new settlers and colonies. The country from Winnipeg to Qu'Appelle—500 miles—is described as of rare fertility, and every acre as rich as the best land in the Red River valley. The soil is a black loam, with gently rolling surface, well watered and with timber enough for the use of settlers. At the time of departure from Manitoba the snow was about one and a half feet deep, but the trains had not been interrupted—the road being an embankment owing to the level character of the country traversed, and but few cuts are found on that portion of the line thus far completed.

A WISE PLAN. So far as Gen. Rosser is able to learn, large farms are not in demand among the people of Manitoba, nearly all settlers being content with 160 acres, or enough to insure them comfortable homes. As a consequence, the vast territory is being rapidly divided into quarter section farms, which will soon make Manitoba one of the wealthiest districts on the western continent. Under this system the new country is rapidly brought under cultivation, each settler agreeing to break a stipulated portion of land when he purchases from the syndicate, and no lands being sold to speculators. As an instance of the rapidity with which colonizers are moving westward and the demand for lots in promising towns on the C. P. R., Gen. Rosser states that \$100,000 worth of lots were sold at Brandon, 100 miles west of Winnipeg, some time before the railway company reached that point.

Capt. John Stewart, who recently returned to the city from the North-West, says that millions of dollars of foreign capital have been deposited in the bank at Winnipeg awaiting investment next spring. The captain himself has leased 100,000 acres of grazing lands in the Bow River district, which he has stocked with five thousand head of cattle and horses. He claims that the Canadian lands are infinitely superior to those of Dakota and Minnesota. Numerous applications have been made to the Department by Americans, offering to lease extensive tracts of grazing lands in the North-West.