

modious Government  
ose to the railway sta-  
or a reasonable period  
ment. There is every  
ing, but the immigrant  
lding and food.\*

of Qu'appelle (the Hon.  
Rector of Woolwich),  
rth-west of the village,  
state. The Rev. J. W.  
bishop from England,  
pelle Station.

ley Farming Company  
lie almost immediately  
with their headquarters

l after twelve months'  
an Pacific Railway was  
0 miles east of Qu'ap-  
the Rocky Mountains,  
ly witness the comple-  
ell-sheltered harbour of  
in British Columbia, a  
This transcontinental  
e route from New York  
estimated, save in dis-  
d Japan at least 1,000  
the journey between  
China and Japan.†

l situated for markets.  
Port Arthur, on Lake  
have direct communica-  
ne produce of this fertile  
e in the more densely  
d Quebec, or be shipped  
ical, though substantial

ing reaches Qu'appelle late in the  
Government Immigration Agent, by  
ded arrival.

the advantage from a strategical  
o the British Empire, and its im-  
te to Japan, China, and Australia.  
carried over British territory so as  
ve days from Liverpool or London.  
rence is closed, the Intercolonial  
all from Liverpool, and is an open  
over the loyal colony of Canada  
mother country in the event of a

manner in which the Canadian Pacific Railway has been  
constructed, and thanks to subsidies and land grants  
received from the Government, it will be enabled to carry  
cattle, grain, and other produce at a very low rate from  
Manitoba and Assiniboia through to England and Scot-  
land.\* To the westward the Canadian Pacific Railway  
has developed unlimited oilfields. Mineral oil abounds,  
ironstone has already been found, and it has now been  
proved that gold exists in large quantities in the Rocky  
Mountains, on the line of this railway. Thus a large  
mining industry is springing up, which gives to the  
Qu'appelle Valley the choice of a market for its produce  
to the west as well as to the east. British Columbia,  
which is also destined to become a rich mining district,  
will exchange her fish and fruit for the agricultural  
products of the Qu'appelle Valley.

A charter has been granted to the Hudson Bay Railway  
Company, who propose to construct a railway from Win-  
nipeg along the western shore of Lake Manitoba and  
Lake Winnipegosis to Port Nelson or Fort Churchill on  
the Hudson Bay. This railway would pass near to the  
north-west end of Lake Winnipegosis. As Qu'appelle  
and Winnipeg are equi-distant from this point, it is  
probable that the Wood Mountains and Fort Qu'appelle  
Railway will eventually be extended northward to form  
a junction with the Hudson Bay Railway.†

The fine climate is one of the attractions of the  
Qu'appelle Valley. It lies in the latitude of the Isle of  
Wight and Boulogne (50°40' N.), and enjoys even more  
sunshine throughout the year, though with greater heat  
in summer and greater cold in winter. Mr. G. W. Vis,  
in his report upon Canada as a field for Dutch emigration,  
gives the following description of the climate: "In winter  
the thermometer does at times indicate a very low tem-  
perature, but it would be altogether incorrect to form a  
judgment as to the severity of the climate from these

\* The maximum rate for carrying wheat from Qu'appelle to Montreal is 33 cents  
(1s. 4½d.) per bushel—11s. per quarter. The ocean freight to Liverpool in 1884 varied  
from one to four cents per bushel—4d. to 1s. 4d. per quarter; but ocean freights,  
which fluctuate considerably, were unusually low in 1884, and it would not be safe  
to calculate less than 4s. per quarter. To this must be added 5s. per quarter to  
cover insurance, commission on sale, landing, and other charges. Total charges on  
one quarter (480lbs.), from Qu'appelle to Liverpool, 20s. It is, however, most  
unusual for a farmer to ship his grain, as he can always find a cash market at the  
railway station, where he will realise a better result than by shipping it. The hard  
Red Fyfe wheat, grown in the Canadian North-West, sells in England at 3s. per  
quarter over the average price of British-grown wheat.

† The distance from Liverpool to Port Nelson is shorter than that from Liverpool  
to New York. It is generally considered that the Hudson Strait and Bay will  
prove available for navigation during four months in the year.