

brought its army of construction men, train men and the host of followers of the locomotive, the importance of this temperance policy was made still more evident and its requirements were rigorously kept in force, so that to-day every train crossing the border is attended by a red-coated officer who examines the passengers' baggage and rigorously seizes every drop of liquor that he finds, even to the half-every flask of the traveller. The result of the temperance policy has been that the relations both of the Canadian government and of the settlers with the Indians have been peaceful, and none of the frequent disturbances and murders which have accompanied the inroad of civilization into the territories of the United States have ever been killed. It is stated that not a white man has been killed by the Indians of the North-West Territory since the policy was adopted.

The most striking result of the prohibition system was observable along the line of the Canadian Pacific railway as it was being pushed forward through the wilderness. Every one who visited the frontier towns along the Union Pacific, Central Pacific, Denver and Rio Grande and other great roads in the west, during their construction, remembers the terrible character of the towns which sprung up at each of these temporary stopping places. The houses forming the chief attractions, and robbery and murder being of almost daily occurrence. In striking contrast to this state of things are the peace and order which have accompanied the construction of the Canadian Pacific railway because of the prohibition system. The great incentives to violence and crime, are not fostered. In any of the rude frontier towns along this road in the North-West a lady can walk along without the slightest molestation or insult. The good effect of the prohibitory law upon the army of non-morally engaged men in the extension of the road has been most remarkable. These men as a rule are wanderers who have no fixed home, but go from one contract to another, and to whom money represents only the means of temporary enjoyment. When they can obtain whiskey and indulge in gambling the wages of the week or month are generally squandered as soon as received, but along the Canadian Pacific line these great temptations to throw away money were wanting. There was no whiskey to be had, and gambling was not tolerated, and consequently, the men, not being able to spend their money, save it to bring back to their families. *How many more will the order and content in the camps of the workmen were most remarkable.* One of the officers of the Canadian Pacific pointed to us that if it had not been for the prohibition of intoxicating drinks, thus preserving the men from demoralization, he believed that the road would not have been completed as far by 300 or 400 miles as it is to-day, as riot and strikes would otherwise have delayed its progress.

The good effect of the prohibition policy is also plainly shown in the case of the train men on the road. Superintendent Murray, whose division extends from Brandon to Manitoba, where no prohibitory law exists, westward to Swift Current in the North-West Territory, a distance of nearly 400 miles, tells us that the only trouble he has with his men on this division is when they run to the eastern terminus at Brandon, where liquor is obtained, with the usual result. Seeing and hearing of the incalculable benefit to the men of the Canadian Pacific road in this distant region resulting from the banishment of strong drinks, one cannot help the wish that the same blessing might be conferred upon railway-men everywhere. —*Railway Age.*

A SATISFIED ENGLISHMAN.

John Bull is a born grumbler, and considers himself free to rail at whatever displeases him. That must be a good country, beside of England, which does not stir up his bile. It is therefore gratifying to find an Englishman writing to a leading London paper in such terms as the following. The letter was written from Minneapolis, but what is said applies to the whole of the North-West:

"Our atmosphere is clear as a bell. The thermometer as I write is 24 degrees below zero, that is 56° below freezing. But I say unhesitatingly, that I never enjoyed the weather of a winter so well before. I spent last winter in Rhode Island, the winter before in New York, and all that I have lived before that in England. "It is easier to bear 24° below zero here than 24° above zero in London. What if you do pay high prices for your house and clothing? A man can very soon own his house here if he is active, intelligent and thrifty. There are hundreds of people in this city now worth thousands of pounds, who, a few years ago, hadn't a dollar. 90 per cent. of our rich men were born poor. But we don't want any kid-glove folks,

who, in the muddy season, are afraid of soiling their shoes. They will be disappointed. At the same time, there is no place in the world where more comforts can be obtained than in this glorious North-West." —*Winnipeg Sun.*

THE LONDON "TIMES" ON CANADA.

The time was when the London *Times* had nothing but sneers for Canada, and when it seemed to spare no pains to place the Dominion in an unenviable light before its readers. All this is now changed, however, and the *Times* praises Canada heartily, as witness the following from a recent editorial in that journal:—"Not until the east and west shores of British North America are connected will Canadians and Englishmen thoroughly appreciate the capacities of the Dominion. The era of 'booms' will soon set in Canada, if it has not set in already. Mighty railways like the Pacific lines of America do for a country in a few years or even months what a century of crawling waggons will fail to do. Towns and tillage appear as if at fairy bidding. "As the road nears completion, the enthusiasm of the workers grows apace. The sight of the sea was to be a tonic as invigorating as the sight of the Pacific to the thousands. When the three thousand miles of line are finished the progress of the Dominion will have assumed another phase. That Canada has a great future in store no one doubts. The Dominion has its wilderness, but they are far less frequent than its cases. The cold of the winter, which is its drawback to the rich lands of Manitoba, should create a hardy race of men, unless experience contradicts itself. With inexhaustible cereal and mineral wealth, the Canadian North-West is at that happy stage of social development when there is land enough for everybody, when labour is highly paid, and when it is not worth a man's while to be lazy. It is the golden age of a country, about which it cannot make too much while it lasts. But, just as children are impatient to become men, a country is ashamed of its childhood and hastens to reach maturity. "The Dominion is anxious to fill a larger place in the eye of the world, and one may safely prophesy its success. Given a vast and rich country, with an energetic population communicating its energy to every settler who sets foot upon its shores, and a railway connecting the east and from one end to another, nothing of the superhuman would ensue. The Dominion from a career of prosperity."

A REDUCTION IN RATES.

The Canadian Pacific Railway Company has made a considerable reduction in its rates for the transportation of wheat. The following table gives an idea of the character of the reductions made.

| | Old Rate. | New Rate. |
|---------------------------------|--------------|--------------|
| | Per 100 lbs. | Per 100 lbs. |
| Manitoba City to Port Arthur... | 40 | 30 |
| Morden to Port Arthur..... | 39 | 29 |
| Brandon " " | 41 | 33 |
| Oak Lake " " | 43 | 35 |
| Wapella " " | 45 | 36 |
| Broadview " " | 46 | 37 |
| Indian Head " " | 48 | 39 |
| Regina " " | 49 | 40 |

The reductions average twenty-five per cent. They will benefit the Western farmers materially, and as they will encourage the transportation of wheat by the Canadian route they will be of advantage to Ontario and the other Eastern provinces through which the grain passes. Under this new tariff wheat will be carried from Manitoba City to Montreal at about twenty-eight cents a bushel. By the all rail route through the United States the cost is fifty cents a bushel. Thus Canada gets the trade and the Western farmer saves twenty-two cents a bushel.

A FRAUDULENT CRY.

For months the persons who are opposed to the settlement of the North-West have been reporting that territories are not fit for human beings to settle in. To prove the correctness of their story they have said that thousands who have been unfortunate enough to locate there have packed up their traps during the past year and left for Dakota—where Mr. Patten's real estate is. The entire party is fraudulent as the other side of the settlement has been altogether the other way: from Dakota to Canada, and not from Canada to Dakota. The *Winnipeg Times*, dealing with this question, says the only method of determining the volume of the emigration from Manitoba to Dakota and Minnesota, and of the emigration from these regions to Mani-

toba, is to get at the railroad ticket returns. It is true that some settlers may have crossed the line with their waggons, but the movement in that way is inconsiderable. The C. P. R. returns, which are not so carefully prepared, show that over 4,500 persons have gone to Manitoba from Dakota and Minnesota since January 1st, 1883, with their household effects. The number of persons who have left Manitoba and the territories for these figures is not another railway labourer, who are carried at a special rate; but actual settlers as nearly as can be ascertained.

It will be noticed that increases in the immigration have regularly followed up our own efforts to help ourselves. Thus, in 1879, after our industries had been protected, the immigration was increased by 11,000, and in 1882, after the Pacific railway had been placed upon a proper and business-like footing, the arrivals per annum were more than doubled. If we continue our efforts the immigration, as before observed, must not only keep up to its present figures, but must surpass them. We have much in our favour. The country stands deservedly high in the estimation of Europeans. Its progress is marked; and the opportunities it offers for men who are ambitious are many. Besides we have many friends, one of the most ardent of whom is LORD LORNE, whose public speeches and lectures are bound to do much good.

The only drawback we have is that for which the politicians who organize the so-called Manitoba agitation are responsible. These persons, from purely selfish political motives, have endeavoured to make the world understand that the North-West is no place for a man of energy and enterprise to settle in. They have even gone the length of securing the publication in English newspapers of reports that Manitoba is a state of rebellion, and that the lives of persons who should happen to settle in that province would be as insecure as in any one of the perpetually agitated South American Republics. The stories are refuted by those men who injure the North-West, but it is to be hoped that the injury will be but slight, and that it will not be permanent. Certain it is that those who have the interests of the territory at heart will do all they possibly can to undo the evil that these ill-advised politicians have effected. —*Temperance Month.*

MOOSE JAW AND THE NORTH.

BUILDINGS OF THE TEMPERANCE COLONY IN MOOSE JAW.

The Managers of the Temperance Colony are building a large warehouse in Moose Jaw to hold settlers' goods, with a large chamber above to afford sleeping accommodation for settlers coming in from the colony after goods. In the spring they will erect a large temporary building for cooking purposes; also a stable for us horses and oxen. The Commissioner, Mr. Lake, informs us that the Company have spent in Moose Jaw about \$4000 and the settlers have paid out about \$6,000 more, making \$10,000 in all the Company has brought into this city during the first year of its operations. About 200 tons of freight have been sent into the colony this season, and notwithstanding many of the settlers are leaving for Ontario intending to bring their families in the Spring, a considerable amount of freight is still going in. A new, shorter and more direct trail is badly needed and if the people of Moose Jaw would only take hold with the Commissioner and help make a first-class trail the Prince Albert trade might be diverted this way. Mr. Clark, the active, genial local agent of the colony, will make the trail, which is the best possible, take the best route to the Red River. Moose Jaw will probably shorten the trail from 15 to 20 miles. Such work can be better done in the Fall than at any other season. —*Moose Jaw News, Oct. 5, 1883.*

IMMIGRATION.

The number of immigrants who settled in Canada during the last year is reported to have been 110,284. For the two past years the arrivals have therefore numbered 222,000. If immigrants continue to pour into the country at the same rate we shall witness in the course of a few years a population of 1,000,000. The chances years add a million to our population. It is thought that if the present immigration is not increased it is safe to predict that the one million of new arrivals will have settled here before six years have passed over our heads. An addition of one million to the population of five millions is no small matter. If the immigrants, irrespective of the increase which will result from the natural increase of the population—by twenty per cent. It means—for the immigrants now-a-days are chiefly