

# The Colonist.

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AND THE TERRITORIES.

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## THE NEW STEAMSHIP LINE.

The value of the newly established steamship line between Canada and Australia is hardly realized yet by even the most interested parties, notwithstanding all that has been said during the past month about the possibilities which it has created. From an Imperial point of view it possesses the advantage of offering a fast alternative route for mails and passengers between England and one of her most distant and important colonies. By this route the trip from the United Kingdom to Australia can be made in from eight to ten days less time than by the Suez Canal and P. & O. line. In the event of a European war its value to England would be immense, affording as it would a comparatively safe transport to Australia at a time when the Suez Canal would be almost sure to be closed. Its chief value, though, in such an event, would be to Australia itself, as the colonies there would suffer severely if their communication with England was shut off. Then again, this line has the advantage in this respect of offering a very much more pleasant route to and from the old country. The discomforts suffered on the voyage between Australia and England by the old route are severe, the extreme heat often producing apoplexy and sunstroke. These will be entirely escaped by the travellers on the new line, and they will have the additional advantage of the railroad journey across the American continent, through the magnificent scenery of the Rocky Mountains and Eastern Canada, to break the monotony of the trip.

The benefits which the new route will bring to Canada are considerable. It will give British Columbia a steady and reliable market for her lumber; Ontario and Quebec will be able to dispose of considerable quantities of their manufactured goods, such as agricultural implements, boots and shoes, clothing, etc.; and the other provinces will, no doubt, soon find something which they can sell to advantage. The records of Canadian trade with Australia for the past few years show that whenever means of transportation were available a good business was done, principally in carrying lumber there and bringing back wool. In 1892 the high water mark in this traffic was reached, the following years showing a considerable falling off, attributed to the lack of means of transport. This unsteadiness the new line of steamers is expected to remedy. In 1890

Canada imported from Australia considerable quantities of tin, hemp and rags, but since then not an order for any of these lines has been placed there. The statistics of trade between the two countries shows the balance to be largely on the Canadian side. In 1892 we sold goods to the amount of \$436,153 and purchased to the amount of \$264,783 only.

From the Australian point of view the principal advantage of the new route will always be the reduction in the time consumed in transmitting and carrying mails to and from England, although the market facilities it gives them are also of great importance. Mr. Huddard, the manager of the line, intended coming to Canada by the second vessel to study the trade possibilities for both ways, and he will no doubt discover during this investigation a number of new needs in Canada that Australia can supply. Already the value of their wool shipments amounts to a large sum every year, and this will now since there are regular means of communication be largely increased.

In every sense the establishment of this new steamship line will be a gain to the Empire, to Canada and to Australia.

## SUMMER IN WINNIPEG.

Within the past three or four years a great change has come over the character of the summer season in Winnipeg and the manner in which it is spent by the people of the city. Previous to the period mentioned and since the memorable days of the boom there was hardly such a thing here as what is known in the east as the holiday season. The people of this country are all or nearly all from the east, and previous to their coming here were just as fond of their holiday in midsummer as anyone, but nine out of every ten of them when they left their old home to come west, did so with the sole object in view of bettering their financial position in the world and with a determination to make everything else give way to the accomplishment of that object, intending when they had made some money to return and settle in their old homes. This was fatal to the summer holiday custom and it consequently did not gain a foothold in Winnipeg or any other part of this new country. But after the hard times which followed the boom, during which times the majority of the people lost their hope of becoming rapidly rich, had begun to be replaced by a period of steady and substantial growth in both city and country, they saw what a really fine country they had got into, and realized something of the future which must be before it; and, moreover, they had by this time got weaned off the idea of going back east, having formed strong business and social connections here, so they gradually settled into the resolve to permanently reside here. This was followed by more steady and substantial habits of living, and their return to the custom of taking a holiday in the summer. Winnipeggers need a summer holiday about as rich as any other people in the world. They are, as a rule, hard workers; many of them give at least nine hours a day to their occupations, whether they be mechanics, tradesmen or office workers, and when this is kept up through the long, tedious winter

with their burdens largely increased in the spring and fall, the average constitution demands at least one or two weeks' rest in the heat of the summer.

Providence has kindly placed convention to this province several very pleasant holiday and pleasure resorts. Within the province itself there are several very pretty towns where if the holiday seeker has friends in them a week or so can be spent very pleasantly. A week on a farm in almost any part of the province is a delightful experience. The chief resort of the general public at present is, and likely always will be, Rat Portage. This place and its advantages and attractions are too well known to need description here, it is sufficient to say that in the vicinity of the Lake of the Woods some of the prettiest scenery in Canada can be found, and the camping sites which the islands of the lake afford, some of them within sight of the town, are not surpassed by anything in America. Rat Portage is only 133 miles from Winnipeg, and is supplied with a very convenient train service.

Within the limits of the city of Winnipeg itself and in its vicinity there have been established during the past few years several very nice summer evening resorts. Elm Park, which is situated about three miles south of the city on the Red River, was a couple of years ago made available for this purpose by the building to it of an electric car line. Since then River park, a little nearer to the city on the same line, has been opened to the public.

Convenient to the north and west end, and reached by another system of electric railway, is the Exhibition grounds park which has been fitted up for an evening resort.

It has been one of the most serious objections to Winnipeg for a long time that there were no places where a summer evening could be spent in the open air with any sort of enjoyment. This objection has now been largely removed, and when the system of city parks, which is now being considered by a civic committee, has been established there will be few places in Canada which offer more attractions in this line.

Since the introduction of the safety bicycle, which is very largely used by the young men of the city and to some extent by the young ladies, many charming localities, which were before too far away to be conveniently reached, of an evening unless by means of a live, very horse and rig, and these cost money in Winnipeg, have been brought within the range of evening resorts and receive their due share of attention. Some very pretty rides can be found along the banks of the rivers close to the city.

Taking all these things into consideration, it will be seen that Winnipeg is not a bad place to live in in summer now. As has been shown, there is within easy reach several nice places to spend a week or two of a holiday, when no person has that much time to spare, and those who are called upon to remain in the city can easily find pleasant places where they can enjoy the fresh air of a summer evening.

The sinking of the British line-of-battle ship, Victoria, of the Mediterranean fleet, last month, was one of the worst marine disasters of recent years.