

a country of deep snows; of tornadoes; of cyclones; of leaden drizzling skies. Whoever says it is, says what is not true. Snowfalls are light, and drifts insignificant. There are no snow-plows or snow-shovels in Winnipeg. No railway north of St. Louis is destined to be so free from blockades in Winter as is the C. P. R. We have seen more snow piled up in a back lane of Ottawa than we ever saw in the whole City of Winnipeg. We have seen more wind in Nebraska in one week, than we ever saw here in a whole year. Between no two countries could a stronger contrast well exist than that which does exist between Manitoba and Nebraska, *quoad* the wind. In the region last named, a wind that would whisk the hair off your head, blows, on the average, three days out of the seven, not counting cyclones. You lie down at night with raised windows; before morning a northwest blast is on you to cut your throat in your slumbers. This is not a country of high winds, much less of blizzards; at least the blizzard here is a baby beside his Nebraska cousin. Deaths from exposure are seldom heard of. The artificial cavern, that domestic institution so necessary to every homestead in the Western States, will never be known here. In fact we are away above and without the great tornado zone; just as the Hudson Bay route is above the region of fogs. The atmospheric belt where the hot aerial ocean of the South is set fizzing and vapouring by contact with the gelid aerial ocean of the North, traverses a region South of us; and we escape the explosion, which rolls southward and westward, but seldom faces to the north. We have been eye witnesses of more tornadoes and other atmospheric disturbances, even in Ontario than we ever expect to see in the North-west. It is emphatically, by comparison with the States and Provinces south and east of it, a country of meteorological repose. In one adverse item only, does it take the lead, the item of *frost*, and that is frost without the power to chill, so dry is the atmosphere. Late and early frosts are not peculiar to this climate. Judging from the solidity of the long winter and the uniformity of the seasons generally, we are strongly inclined to venture the prediction, that when agricultural operations have attained a mature and vigorous form, we shall be freer from these frosts than most of our neighbors, with their more erratic and whimsical meteorologies.

A soil of unsurpassed fertility, solid frozen in winter, and therefore freely pulverized in spring, with a light covering of snow through which sheep and horses drag out the most abundant and nutrititious grasses; and copious rains just when a farmer wants them,—this ought to make a country. A most pregnant fact is this, the rainy season usually comes in June; the plowing and seed time is dry, so that the seed lies in a warm bed. No sooner has it peeped out and the hot sun begins to smite it, than the clouds intervene and bedew it with genial moisture during the hot summer days. No sowing in mortar and reaping finger-length cereals off cement. The hottest, driest months elsewhere are the moistest here. Of course, since it cannot rain for ever, the harvest time is sunny; and the grain ripens and is reaped without loss. Compare those too numerous districts of America, where the spring rains hinder cultivation and soak the seed; and the sun's fiery furnace, in June and July, desiccates and disheartens the tender blade; and the August rains come down to make the destruction final and complete. Compare England,

where harvesting operations usually resemble a series of midnight sorties from a beleaguered fortress. England, with her soul-piercing east winds, her drizzling skies, her disheartened and ever uncertain agriculturalists. Here we have no stacking or housing of sheaves to let them ripen; no granerizing of the juicy grain to let it dry for market. Into the dry soil goes the seed, up shoots the plant, out comes the long hot day, down comes the rain, away vanish the clouds; the golden grain bends to the breeze; it is cut, threshed, cleaned, bagged, marketed, and converted into cash.

We have dealt at large on the climate, because its so called rigor is so little understood abroad. We have said nothing directly as to its salubrity, for the simple reason that every body admits it to be the most unfriendly climate in the world to the physician. The pure bright atmosphere braces up every body, not excepting the ancient votaries of Bacchus from the drowsy east, who here find the ozone and the oxygen a sufficient substitute for more equivocal beverages. The man who "suicides" here must have brought with him a "balky" liver from "below," or else he had burnt his fingers in the "boom."

We ought to have said that, although the growing season is short, it is blazing hot, so that crops, promptly sown, are certain to come to maturity and be safely gathered. As to their quantity and quality, that is too well known to need one word from us at present. The heat is powerful but not overpowering. The fiery sunbeam falls on a rich, soft absorbent mould or on a carpet of green. There is neither rock, nor gravel, nor sand to make the ball rebound and hit the laborer the second time on the return trip. Hence its fierceness is made the minister of abundance rather than a debilitator of men.

BALTIMORE AND OHIO IMMIGRATION.

This company has been organized by gentlemen prominent in the Baltimore and Ohio Railroad Company and others for the purpose of directing a portion of the stream of immigration which is constantly flowing into this country to Maryland, Virginia, West Virginia and other portions of territory tributary to the road named or to lines connected with it. To this end it will act as the agent of land holders, who will co-operate with it and will establish foreign and domestic agencies to carry out its designs. Its plan also embraces the formation of a land pool in which the interests of the respective owners will be equitably apportioned. The scheme is one of more than common magnitude, both in view of the extensive plans which it involves and the standing of the men who are connected with it. Mr. John W. Garrett is president of the Company and Mr. W. T. Barnard secretary and treasurer.—*Railway Age*.

About 10 per cent. of the total cost of an English railway is expended in getting permission from parliament to build it. During the last eleven years 13 of the principal lines in the United Kingdom have spent over \$11, 250,000 for leave to extend their lines.—*Railway age*.