

to 700 miles north of Winnipeg, and yet the probabilities of summer frosts.

LESS THAN ON THE PLAINS,

the season shorter, but the growth quicker, and as we paddled and portaged and sailed for over a thousand miles north and west of Lake Winnipeg I looked for the reasons for such a climate and I believe I have found some of them: First, the altitude being so much lower than that of the Big Plains, thus the air remains denser and less liable to the rapid action of the cold; second, the very long period of sunlight, there being very little real night during the summer months; third, the abundance of living water, with this all-day sunshine, generated a warm evaporation, which continues its influence during the short night.

WATER POWER.

There is another feature which struck me forcibly and that is the many immense water powers that are in that north land. Not puny streams running sentimental little cascades, but mighty rivers, backed by great lakes, tumbling down rocky precipices with gigantic force. When I say that in a canoe trip of a little more than 1,000 miles, in order to avoid and surmount these immense water powers, we made seventy-seven portages, you will readily see how abundant they are.

As to appearances, the whole district is pleasant to behold, grand ranges of hills, beautifully banked and gently flowing rivers, island dotted lakes, rushing rapids and roaring falls. Constantly the scene is changing and the outlook fresh; every little while the noisy, rapid and louder falls give way to the gentle river and the limpid lakelet, and to the man philosophic enough to forget the mosquitos, the whole country is full of scenic beauty and nature's poetry.

To be thus so agreeably undeceived as to the nature of this portion of the H. B. route, was to me very pleasant indeed, for I do believe in this great Northwest, and for the reasons herein expressed am glad to find fresh cause for more confidence in our "glorious heritage."

JOHN McDONALD.

Morley, Alberta, Feb. 24.

Fort William Trade.

President Geo. A. Graham, of the Fort William Board of Trade, in making the annual address before the yearly meeting of the board, gave some interesting statistics regarding the advantages of Fort William. He pointed out that during the season of 1891, the business of the C. P. R. at Fort William was as follows:

Freight received inward by lake, tons....	55,245
Freight received inward by rail, tons....	22,634
Freight shipped outward by rail exclusive of grain, tons....	30,952
Freight shipped outward by rail, inclusive of grain, tons....	319,523
Total tons	431,697
Grain received into elevators, bushels....	5,423,378
Grain shipped from elevators, bushels....	4,913,611
Coal received at docks, tons....	119,252
The capacity of the coal docks is tons....	100,000
Length of dockage, feet....	4,068
Capacity of elevators and annex, bushels....	3,750,000
Value of the C. P. R. buildings....	\$1,210,000 00
Wages paid at Fort William during 1891....	217,030 07
Passenger traffic receipts....	24,570 00

Continuing, President Graham said: "From the above facts it will be seen that the trade of Fort William is extensive and the value of the improvements of the railway show the large interest which the company has in the future of the town. The improvements of the Canadian

Pacific Railway Co., are going steadily on. The most important at present is the large annex to elevator A, which is about completed. This immense grain house has a capacity of 1,250,000 bushels and will cost about a quarter of a million dollars. The elevators at present here are the most extensive of any in Canada and are fully equal to any on the continent. Elevator A, capacity, 1,200,000 bushels; elevator B, capacity, 1,300,000 bushels; annex to A, capacity, 1,250,000 bushels. Elevators A and B are both filled and there is every prospect of the annex being filled before the opening of navigation. The storage capacity is ample for the present crop but should the next crop approach the last yield, with the increased acreage expected, more elevators will undoubtedly be built."

Weather.

There is no feature of the Northwest, says the *Edmonton Bulletin*, that has such a terror for those who reside in other parts of the world as the winter weather. The land may be fertile and easily acquired, the summer may be pleasant and productive—but oh, the winter! How do you stand it? There is no doubt that the rule for the Northwest is cold weather in winter. That it is very cold at times, and that if proper precautions are not taken it is felt severely, and may easily be fatal. Without going into an argument to prove the now accepted fact that it is the severe and assured winter to which Manitoba and the Northwest owes its superior fertility and healthfulness over the more southern regions in the United States, it may not be out of place to mention that although the present has been an unusually cold and stormy winter in the eastern part of the Territories and Manitoba, it has been uniformly mild in this western part. There has been no cold winter weather at Edmonton this season, except for about ten days from the 6th to the 16th of January. Since that time the sky has been clear, the sun bright and warm and the air calm. The most perfect weather that can possibly be imagined, except that is taking away the sleighing. House building is going on under most favorable circumstances, and the weather in general is like—it is not like any weather enjoyed in any other country. It must be seen and felt to be appreciated. It is most nearly like Indian summer, but the ground is frozen and there is still enough snow for sleighing. Of course this is exceptional, but it is not infrequent, and when people in the east picture the Northwest as lying for six months in the year under a mantle of hard drifted snow, with the thermometer perpetually 40 below zero and a perpetual blizzard blowing, they will kindly except the Edmonton district from the scene.

The St. Lawrence in Early Days.

Adieu, then, for the present, fair Gaspesia, the genial haunt of the lobster, the herring and the cod! To our respected forefathers thou stoodst as a dismal, dreaded, untrodden land of fog and shipwreck,—a veritable *terra incognita*. Our Marine Department has exorcised thy dangers, and with beacons, alarm guns and fog horns has successfully waged

war on thy merciless reefs and storm-swept coast. Steam has placed within our daily reach thy weird attractions,—all the charms of thy salmon pools! No trace exists at present, at the mouth of Gaspe Basin, of Jacques Cartier's patriotic emblem of discovery and possession,—the historic cross, thirty feet high, planted on the 24th July, 1534, "on which he hung a shield, emblazoned with the FLEUR DE LYS, and the inscription, VIVE LE ROI DE FRANCE; three hundred and twenty six years later, on the 12th August, 1860, another princely emblem was displayed there, from H.M.'s ship "Hero,"—the standard of Albert Edward of Wales, visiting his royal mother's transatlantic dominion. A few fishing smacks are now visible in the offing; two or three leave the shore offering for sale fresh mackerel and bank codfish; three hundred and fifty-seven years ago, in 1534, history tells that Domagaya and Tagnogny, with their warlike father and chieftain, "clad in an old bearskin," rowed out from the beach to protest against Cartier's invasion of their domain. Promises, alas! never to be fulfilled, quieted their fears, and "a present of a small tin bell to each of a bevy of maidens so particularly delighted the hearts of those dusky belles that they fell upon Cartier, nearly smothering him with their caresses.—From "Historic Canadian Waterways by J. M. LEMMON, in *The Dominion Illustrated Monthly* for March.

To Exchange Seed Grain.

The provincial Department of Agriculture has arranged for a system of grain exchange by which farmers throughout the country may secure a supply of seed wheat free of cost. Those who wish to take advantage of this arrangement will have to send in a quantity of wheat, the amount they require for sowing, and state from what part of the country they would like to procure a supply of seed and the department will forward to them by freight what they require. The grain will be received at and shipped from a warehouse in Winnipeg, which will be in charge of a competent man. The grain to be exchanged must be up to the standard called for by the Winnipeg grain exchange, and will have to pass the inspection of the Winnipeg grain inspector. The object of this exchange is to give the farmers an opportunity of procuring fresh and sound seed and to further the efforts now being made to eradicate the smut evil. Consignments of wheat sent under this arrangement will be carried free by the C.P.R., M. & N. W., and probably the N. P. and G. N. W. C., and should be addressed to the care of the department of agriculture, Winnipeg.

Buffalo, United States, has forty-five elevators, with capacity for 14,525,000 bushels.

The total shipments of wheat from Morden, Manitoba, up to ten days ago, amounted to 465,000 bushels.

Thos. Marks, of Port Arthur, has purchased the steamer *Cambria* for \$7,500. She will run next season between Port Arthur and Duluth.