

ill supplied with grease. This indescribable "music" of the old Red River cart, though somewhat melancholy in tone, was often a welcome sound to the hunter or distant settler.

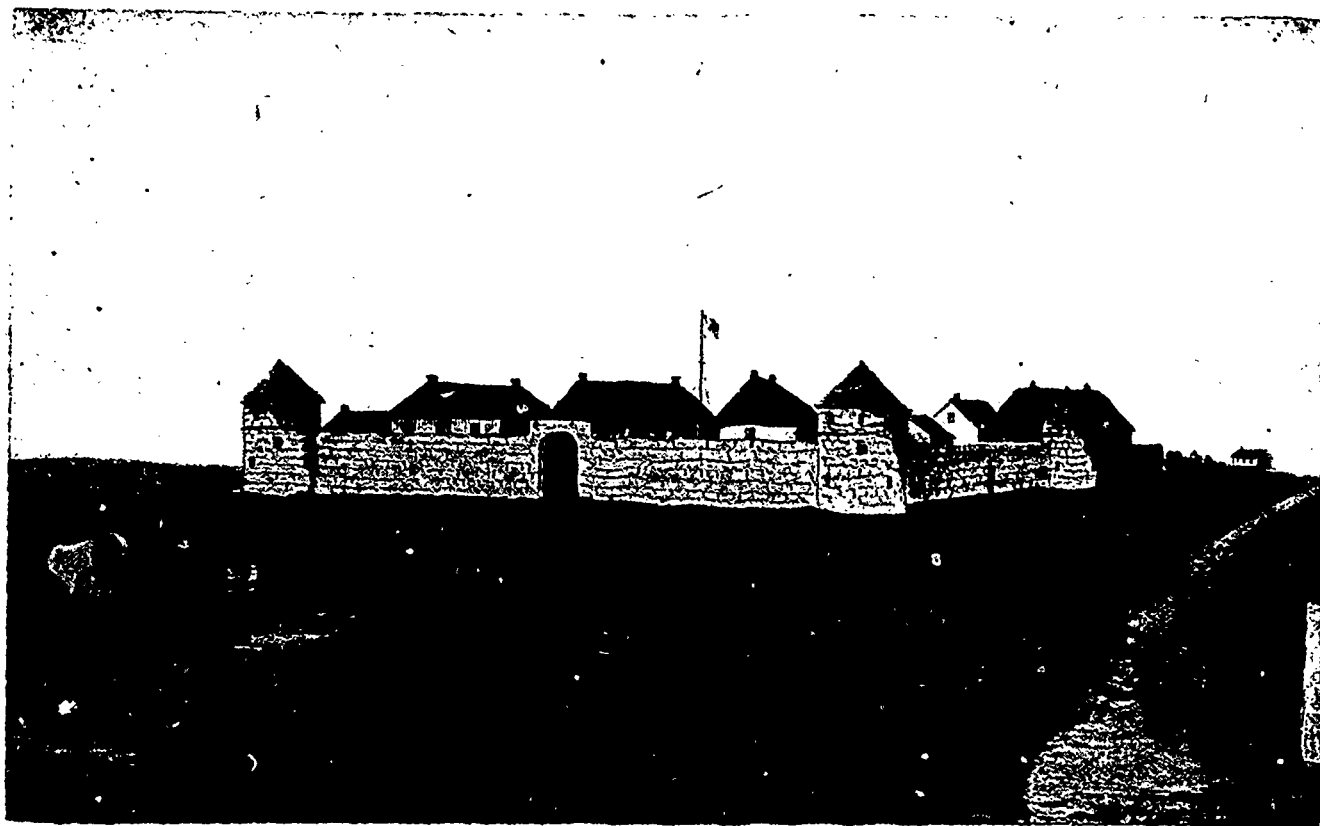
In the new order of things there is no place for the ox and cart. The transition from the cart to the railway carriage was so rapid that the departing ox was hardly thought of in his going. To some, however, the doleful wailing of the ungreased wheels seemed a lament for the conditions that were rapidly passing away.

But even after the ox and cart had largely disappeared as a means of conveyance, there continued to be a considerable demand for oxen for farm

found bleaching on the prairie, after having been plucked by the prairie wolf. The ox on the farm, like his brother of the trail, required little. He would do a fair day's work in turning up the black prairie soil and rustle a living for himself between work hours, and after faithfully working for his master until his services were no longer required, he would yield up his flesh as food for those for whom he had labored, while his hide would bring a few dollars in cash from the trader.

Though the patient animal has ceased to be a commercial commodity in the Winnipeg market, it is certainly not the fault of the ox. Many a new settler going to his future home,

The cut of old Fort Garry with the ox and cart in the foreground, given herewith, seems appropriate in connection with a reference to the passing of the ox. The scene is a familiar one to many of our readers, but it is one which will always prove interesting, recalling as it will memories of the past. "All roads lead to Rome." Here in the west all roads lead to Winnipeg. So it was in the early days; all roads led to Fort Garry. The trails that led across the great plains all centered at the old fort, which might be described as the chief station on the cart trail roads. Here the ox carts were loaded for their long trips across the plains, and to this spot they return-



Old Fort Garry, Winnipeg, Now Demolished.

purposes, from new settlers. Every spring a brisk trade was done in Winnipeg in oxen. New settlers coming in found an ox team a very desirable thing to possess for the first year or two on their prairie farms. The ox would pick his living from the prairie, while the horse required to be fed grain and hay, and new settlers could only secure feed by purchasing it. The horse also required stabling, to protect him from the pestilential flies, or from inclement weather, otherwise he was not fit for work, and the new settler of course could not get his buildings ready at will. In a word, the horse required careful handling, feeding and stabling, and if he did not receive such attention, his bones were liable to soon be

might do a great deal worse than possess himself of a good ox team. Until the settler can get comfortable buildings erected, and provide himself with a supply of feed, he would probably be better off with an ox team than with horses. Many new settlers have suffered heavy losses owing to the mortality among the horses, to which they were not able to give proper care, owing to lack of feed and suitable stables. This loss of horses has been so heavy in some cases as to cripple settlers for a time, many of whom come to the country with limited means. The passing of the ox seems therefore, premature. There should be an opening here for the patient, hardy and frugal beast for many years to come.

ed with their loads of fur.

The last twenty years of the nineteenth century has brought many changes to the civilized world, but perhaps in no quarter of the earth has the whirligig of time wrought a greater revolution than in our own western country. Within this period we have advanced from the ox cart stage to the railway carriage. More than a dozen railway lines now centre in Winnipeg. At the very point where the ox carts were loaded for their trips across the plains, now upwards of a thousand railway cars are sometimes handled in a single day. The railways have been strung out across the plains, and lonely posts on the old trails have become busy, prosperous railway towns. In fact a large section of the