

The deputation appointed to wait upon Mr. Barker, of the N. & N. W. R. in reference to passenger accommodation and other matters which the board considered adverse to the interests of Hamilton, had not been able to interview him. Senator Turner and Mr. James Watson had a good word to say for the road, but no one else had. After discussion it was resolved that a deputation consisting of Messrs. W. E. Sanford, M. Brennen, A. T. Wood, W. H. Gillard and St. C. Balfour be appointed to again endeavor to obtain an interview with the Northern and Northwestern management in relation to accommodation for the Hamilton public, and with regard to express rates.

The meeting was unanimously of opinion that all roads into Hamilton should be free of tolls, and to that end it was resolved, on motion of Adam Brown, seconded by Alexander Turner, that Messrs. Murray A. Kerr, R. Evans, J. A. Bruce, A. T. Freed, H. F. Gardiner, C. J. Williams, A. Murray, W. E. Sanford, W. G. Reid, W. G. Dunn and J. I. Flatt be a committee to co-operate with the citizens' committee and city council in the matter of free roads into the city. A committee was also appointed to co-operate with citizens and council to have Hamilton represented at the Colonial Exhibition in London, Eng. next May.

A matter which aroused the indignation of the meeting was the statement of Mr. C. R. Smith that the commissioner of inland revenue when waited upon by the grain dealers of the city showed them a map of the proposed districts for grain inspection, in which Hamilton district was a small tract of country, while all that district which really belonged to Hamilton and which Hamilton dealers chiefly operated was placed in the district of Toronto. On the representation of Hamilton dealers Mr. Miall had changed his design, giving Hamilton its proper district and promising to see that it should be so arranged. But an order in council had since issued which placed almost all the territory in the Toronto district and the rest in the Hamilton district. Another order in council had appointed five Toronto men a board of examiners and arbitrators to the exclusion of Hamilton, London, Ottawa, Kingston and other places which were as much interested in the grain trade as Toronto.

After a short discussion it was resolved on motion of A. T. Wood, seconded by Adam Brown, that the Council of the board of trade associated with such members of the produce trade as are not on the Council, be instructed to protest in the strongest manner possible against the order-in-council of Dec. 1 issued by the Inland revenue department respecting grain inspection.

BELLEVILLE BOARD OF TRADE.

A meeting of the Belleville Board of Trade was held on the 2nd inst., Mr. Ritchie presiding. The chairman stated the object of the meeting to be to consider what should be done to improve the quality of the Belleville fair, and to secure connection with Tweed and the C. P. R. railway at that point. Mr. Yeomans suggested an extension of the G. T. R. from Madoc to Eldorado. A resolution moved by Col. Jas. Brown, seconded by Ald. C. F. Smith, recited the importance of connecting the city with the north townships, by means of the extension of the North Hastings Railway from Madoc to Eldorado, and urged that the President of this Board, with the Mayor of the city interview the Grand Trunk on the subject.

Mr. Ritchie declared that one reason why he called this meeting was the information that

the Canadian Pacific was trying to secure control of the Central Ontario. If these negotiations resulted in the purchase of the C. O. R., the interests of Belleville would suffer materially.

Mr. Smeaton thought it would be desirable to have the Canada Pacific come to Belleville, as it would reduce freight rates.

The Chairman said the object now was not so much to secure freight rates as to get an outlet for the back country.

Ald. J. W. Johnson asked for a committee to consult with a committee from the city council and the West Hastings Agricultural Society to take measures to secure a better fair next season. Carried.

Mayor Dunnet spoke of the desirability of having Belleville represented at the Colonial and Indian Exposition. A committee was chosen to confer with County and City committees as to the best means to adopt to secure the desired exhibit.

FURTHER NOTES OF A RECENT VISIT TO THE NORTH WEST.

(Continued from our last.)

Travelling into the interior from Winnipeg one cannot fail to remark what a large expanse of country, immediately surrounding the city, is almost entirely without cultivation. It consists of an immense level plain, lying rather low, and apt to be wet in the spring. But the soil is rich, for it is part of the great and famous Red River Valley, and is capable, under proper cultivation, of producing immense crops. This want of cultivation has been partly brought about by the fact of the land being allotted for the half-breeds' claims, and partly also by the fact of much of it being held in the hands of speculators. Many of these are bankrupt, and their lands are pledged as security for loans. The lands could not be sold for the amount of the loan, and years may elapse before favorable arrangements can be made for sale to *bona fide* settlers.

The fact that so large a tract of country in the immediate neighborhood of Winnipeg is unoccupied operates as a drawback to its growth and development.

The extent of country thus uncultivated is probably as large as the Counties of York and Peel combined. The people of Toronto can easily understand in what a different condition it would be as respects business, if the County of York, instead of being full of magnificent farms and thriving villages, were an almost uninhabited wilderness.

The time must come when this fine section of country will be filled up. It would be cheaper for a settler to buy land at \$10 an acre when within reach of a city like Winnipeg, with all its facilities of transport and other advantages, than to get it for next to nothing in the far-off interior, where the cost of transportation is so serious a drawback. A farmer needs to consider well lest he puts himself in such a position, that this cost will swallow up all the profit he makes from the land.

It is not until one gets more than forty miles from Winnipeg that the beautiful prairie farms begin to appear, which attract the eye of a traveller and speak so hopefully for the future. A very wide tract of country round about Portage la Prairie is filled up with farms reclaimed from the prairie within the last few years. The remarkable thing about them is that they have such a *finished* look. One might imagine that he was in some of the best districts of England. There are no stumps, there is no roughness; the fences, buildings, and

roads are good. And the habit of making hay stacks and corn stacks round about the homestead of the farmer, gives the country an aspect which is wanting even in the best districts of Ontario.

From the town of Brandon, a magnificent tract of widespread rounded, hilly and cultivated country stretches out in all directions. Travelling over the prairie roads, and looking out upon great stretches of a farming country with the numbers of homesteads and corn stacks around, it is hard to realize that six or eight years ago nothing but the unbroken prairie existed. There was then neither farm, nor house, nor village, nor town. Yet, in Brandon, there are now four or five good elevators, two banks, and numbers of well-stocked stores. The elevators are being taxed to their utmost capacity by the supplies of grain that have been pouring in at the rate of 10,000 bushels a day. There is also a very good and well-equipped grist mill worked by practical men; who are likely to make a success of their venture. It is estimated that about 750,000 bushels of grain will be marketed in this little town during the present season.

Beyond Brandon the change wrought in the course of a few years is striking indeed. When I last travelled over this region several settlements had already begun to be formed as centres of business. But there were no buildings beyond Brandon; nothing but tents were to be seen. The railway then extended a little beyond Regina, at which point, then called "Pile of Bones," four or five tents of ample dimensions were all that greeted the traveller's eye. One of these tents was ambitiously called the "Queen's Hotel"; another was the "Telegraph Office." Now a very respectable looking town occupies the site. At that time nothing but the unbroken prairie met the eye in all the wide expanse of country round about; now, numbers of farms are to be seen. What is true of Regina is also true of Verdun, Moosomin, &c.; at all which points are good buildings, stores, warehouses, post-office, with most of the appliances of civilization.

A vast tract of country beyond this that was supposed at one time to be a mere desert is rapidly proving susceptible of cultivation. And time will yet see it covered with farms like the rest. Beyond this region, however, another intervenes before the Rocky Mountains are reached. This is a region of long stretching rounded hills, wide plains, beautiful rapid rivers with water as blue as the Rhone, delicious air, and valleys of exquisite natural beauty. This is the old home of the buffalo, which till quite recently roamed it in hundreds of thousands. The buffalo has disappeared, but in its place are coming the great herds of cattle, sheep, and horses owned by the Ranching Companies of Canada. A herd of buffalo was nothing but a herd of wild cattle. Where nutrition could be found for the wild animal, the tame specimen of the same species it is found can thrive and multiply. Five years ago there were less than 2000 cattle in all these beautiful regions; now there are 70,000 cattle with about 10,000 sheep, and 10,000 horses. The aggregate value of which runs up to many millions of dollars.

These herds cover a large tract of country which is divided into portions of 5,000 to 10,000 acres and upwards, called "Ranches." These are wide, open, grassy plains covered with most nutritious herbage, upon which, experience proves, cattle thrive amazingly well.

It was stated to me by one of the chief men of the district, that a two year old animal, fattened on our North West grasses, was equal to a three year old one fed in Montana. The