

Whilst from the Canadian side, from the 1st of January to the 31st of August, 1896, there were imported into the same district:—

	Tons.
Animal products	124
Dairy products, including eggs.....	152
Live stock (about 1,600 head).....	898
Mill products	895

These imports show a continuous increase month by month, quarter by quarter, and year by year.

CANADIAN FARMER PROTECTED.

The Canadian farmer is protected by duties levied on produce coming from the United States by customs duties on oats, 10c. per bushel; barley, 30 per cent.; wheat, 15c. per bushel; bran and mill feed, 20 per cent.; oatmeal, 20 per cent.; wheat flour, 50c. a barrel; potatoes, 15c. per bushel; fresh vegetables, 25 per cent.; eggs, 3c.; butter, 4c.; cheese, 3c.; bacon and hams, 2c.; salted meats, 2c.; fresh mutton, 35 per cent.; other fresh meats, 3c.; lard, 2c.; honey, 3c.; hops, 6c.; condensed milk, 31-4c.; pickles, 35 per cent.; poultry, 20 per cent.; live hogs, 11-2c. per pound; sheep, 20 per cent.; cattle, 20 per cent.; horses, 20 per cent.

The prices of produce fluctuate, but an example of the wholesale prices obtainable at Sandon, a typical mining point in West Kootenay, in September, 1896, is given below:—Feed oats, \$20; potatoes, \$20; timothy hay, \$25; onions, \$40; cabbage, \$30; carrots and turnips, \$25 per ton of 2,000 lbs.; eggs, 16c. to 22c. per dozen; creamery butter, 18c. to 22c.; dairy butter, 17c.; breakfast bacon, 101-4c.; dry salt, 101-2c.; clear side, 8c.; hams, 121-2c. per lb.

The Canadian Pacific Railway freight rates from Edmonton to Sandon on the above products now are:—Grain, vegetables and hay, \$7 per ton in car loads; bacon, butter and eggs, 1 cent per lb. in car loads, and 17-20 cents per lb. in less than car loads.

With the exception of beef and mutton, Alberta does not yet raise enough of the produce suitable for and demanded by the West Kootenay alone, and at the present rate of increase the production will keep far short of the demand.

The nearest natural market for Alberta produce is in the East Kootenay district, which, while possessing its full share of mineral wealth, has not at-

tracted anything like the attention to West Kootenay owing to the lack of railway communication. This long-felt want is about to be supplied by the construction, now in progress, of the Crow's Nest Pass Railway, (*) which will not only unlock the treasures of East Kootenay, but also enormously benefit the West Kootenay as well, and give to the producers of Alberta direct and continuous railway connection with such important centres as Nelson and Rossland, where at present the Alberta producer has to compete with Americans having the advantage of short and direct railway communication between their collecting point at Spokane and these great distributing centres—Nelson and Rossland.

Though the greatest mining development has occurred in the West Kootenay, the excitement has spread all over the Province of British Columbia, which may be well described as a "Sea of Mountains" of gold and silver. Prospects long dormant are being developed and new deposits are being found daily throughout the Province.

In Cariboo great developments in the treatment of gold-bearing gravels are taking place. It is the opinion of competent judges that the Cariboo is naturally a much richer mineral country than the Kootenay. Want of a railway has alone kept back its development. When this line reaches Edmonton, producers will then have, by the Yellow Head Pass, a short and direct communication with Cariboo and the Pacific, on the shores of which an illimitable market will be found for any surplus over the requirements of British Columbia.

CHAPTER II.

Edmonton.

"Edmonton," the original name, and that by which the whole district is still well known, is, for convenience, and except otherwise indicated, used throughout this work to designate that portion of the District of Alberta which now comprises the new local electoral districts of Edmonton, St. Albert, Victoria, Wetaskewin, and Red Deer.

The town of Edmonton, which is about the centre of the district, is in latitude 53 deg. 29 min. north, and longitude 113 deg. 49 min. west. It is, therefore, as

* (Note—Since completed.)

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