

THE HERALD

WEDNESDAY, OCTOBER 21, 1903.

TOPICS OF THE DAY.

Others advise that Mr. Schreiber is an interview, that the work of the Dominion Bank is being in the weather. The last being made.

According to the Savings Bank statement for September the deposits in the Dominion Bank have increased thirty thousand dollars, while the Dominion Bank has increased thirty thousand dollars. Substituting the one for the other, the net Savings Bank deposits would be seventeen thousand dollars.

Dr. Severin Lussanella, Conservative, was elected to the House of Commons, by a vote of 10,000, in the riding of St. John's. He was elected by a vote of 10,000, in the riding of St. John's. He was elected by a vote of 10,000, in the riding of St. John's.

Complaints are made from different parts of the country concerning the condition of the roads. After all we have heard concerning the road making machine employed by the Government, and after the late change of opinion at the Supervisors' Convention held in this city towards the late end of September, it is surprising that there should be a particle of bad road on the Island. This is the time of year when farmers have to haul their produce to market, and the Commissioner of Public Works should see to it that they suffer no inconvenience or hardship on account of any negligence on his part or of those acting under him.

The election of officers of the Coleridge Club of P. R. Island, for the ensuing year, took place at the club rooms last evening. The following were elected: President, J. A. McDonald; Vice-President, J. D. Irving; Treasurer, J. D. Irving; Secretary, J. D. Irving; and other officers.

The general Provincial election in New Brunswick, on Saturday last resulted in a victory for the Government party by a considerable majority. But a peculiar feature of the election was the defeat of the Liberal party in three constituencies, by large majorities, in York County. The House consists of forty members, and the election returns indicate that twenty-five government and fifteen opposition candidates have been elected, with one or two independents.

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As the end of the year is approaching, we would wish to remind those of our friends who have not already paid their contributions for this office, and we would wish to hear from them as soon as convenient. In order that those at a distance may be afforded an opportunity of paying with as little inconvenience as possible, we have appointed collectors to call upon them. In addition to Mr. E. Smith, who is collecting in the western part of the Island and Mr. A. D. McCormack, who has been assigned a portion of King's County, we have appointed Mr. James Landrum to act as our agent. For the present he will visit the remaining portions of King's County, beginning with Mount Stewart, and ending at the neighboring sections.

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A WORD ABOUT SETTLEMENTS

It is giving my account of British Columbia I must not fail to touch on the patience of the readers of the HERALD, in order to refer to some portions of the Northwest which, for one cause or another, received slight mention in the letters which have already appeared. This is done with a view of giving the HERALD readers a more correct notion of the vast country which is being opened up to settlement.

Having said so much about this vast country of varied resources, whose great future no one dare estimate it is but just that a word should be said regarding the most potent factor in its development, the Canadian Pacific Railway. Less than twenty years ago the Northwest was a great "hollow land" known only as the home of the red man and the feeding ground of the Buffalo. Seven years ago the Atlantic and Pacific Provinces were linked in an iron embrace, and thus were millions of the richest agricultural land in the world made accessible to immigrants. There is room here for millions of people, the country is capable of producing food for millions, and the many thousands of immigrants who are flocking to the country are well as the numerous extensive and prosperous farmers bear testimony to the excellency of the land. When the difficulties which presented themselves to the projectors and executors of the Canadian Pacific Railway, along the Lake Superior division of the line, as well as among the mountains towards the coast, in fact, are taken into account, no reasonable man can withhold from them the praise which is their due. The time for completing the contract would not expire till the present year; but the management with wise forethought saw the advantage to the country of pushing on the work as rapidly as possible, and subsequent events have borne out the wisdom of their course. Not only has the road been running from ocean to ocean for the last seven years; but it has been a paying institution. The main line and the different branches, as constituted about 6,700 miles of railway. The number of men employed on the road last year was about 25,000. It had 517 passenger cars, besides sleeping and dining cars; 530 locomotives, and 14,077 freight car-cattle cars. Nearly 4,000,000 tons of freight were carried, and 3,200,000 passengers passed over the company's lines. The receipts for the year were \$24,241,095, and the working expenses \$12,231,436. It is remembered that the work place twelve months prior to the date fixed for the completion of the line across the continent.

The traveler who passes over this road, from ocean to ocean, will wittingly become cognizant of the perfection of management which ensures effective service and unqualified satisfaction in every particular. The rapidity with which lands are taken in the Northwest bear testimony to the excellence of the country, and the satisfactory arrangements made with settlers, and the crowded cars of the Canadian Pacific Railway proclaim its potency as a colonizer.

Broodview, with a population of about six hundred is prettily situated at the head of Weed Lake. It is a railway division point; near by is a reservation of Cree Indians. West of Broodview, for some distance, the line follows a gradually rising prairie, bounded by low wooded hills at the south, and by the Qu'Appelle River, eight or ten miles away, at the north. Along here considerable land is held by speculators, and as a consequence the cultivated farms are a mile or two distant from the railway line. Wheat and cattle are what this section is almost exclusively devoted to. About fifty miles west of Broodview is situated the celebrated Bad Farm embracing one hundred square miles. Indian Head Station is four miles from the farm, and from this elevation the another range of hills at the headquarters can be seen, as well as the numerous cottages of the farm laborers, which dot the plain as far as the eye can see, in all directions. The furrows on this farm are usually ploughed, from ocean to ocean, and to plow one furrow outward and another returning is a half day's work for a man and team.

Qu'Appelle, with a population of near one thousand is a vigorous town, the supplying and shipping point for a large section from here a good road extends to the westward to Qu'Appelle, the Touchwood Hills and Prince Albert. Fort Qu'Appelle is only about 20 miles distant. This is an old post of the Hudson's Bay Company. Its situation is beautiful, in the valley of the Qu'Appelle River, and surrounded by the Fishing Lakes. In its vicinity are several Indian reservations, and an important Indian mission. For some distance west of Qu'Appelle station, the country is wooded to some extent. After that comes a plain of prairie land, said to be the finest possible for agricultural purposes, and to extend to a depth of twenty feet with little change in the soil. In this section is situated the first or more easterly farm of the Canadian Agricultural Company, chiefly devoted to grain growing. The product of the farm in 1891 is estimated at 40,000 bushels. The second of these farms is at Rush Lake, and the third, being the principal sheep farm, is at Swift Current. At Dunmore, about six hundred and fifty miles from Winnipeg, the Alberta Railway and Company's line leads westwardly about one hundred and ten miles to Lethbridge, the chief source of the present coal supply for the country east to Winnipeg, and beyond.

Chowfoot Station is about the border line between Assiniboia and Alberta, about five hundred and fifty miles from the eastern boundary of Assiniboia. The town of most importance in Alberta is Calgary, of which some account has already been given. From Calgary a branch line railway runs north to Edmonton on the Saskatchewan. The vast new country opened up by this line is exceedingly rich and one of the best possible for agricultural purposes, and is attracting settlers in large numbers. The Province of Alberta is situated westward to the very summit of the Rocky Mountains, the dividing line from British Columbia being between Mount Stephen and Mount Hector. From the summit of the Rockies to the Coast the C. P. Railway Company has three charming hotels. The first is at Field, not far from the base of Mount Stephen, and is called the Mount Stephen House. The second is the Glacier House, a little below Selkirk Summit, and the third is at North Bend, in close proximity to the wonderful scenery along the Fraser canyon. Near Mission Junction, on the Fraser River, about fifty miles east of Vancouver, the traveler notices a church with a cross on its roof, having on either side a large square building surrounded by a cross. This is an Indian mission in charge of the Oblate Fathers; one is a school for boys and the other is a girls' school. This mission for the educating and christianizing of the dusky children of the forest was here before the railway and is named "Mission."

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