

block, outside of Manitoba, and being, for the greater part, first class land. This is only to the 103rd meridian, where, you know, coal has been found, and which discovery will undoubtedly draw large numbers out there by Rock Lake next year. And this is only one part of the land to which I wish to direct your notice hereabouts. Passing from the Manitoba boundary over the Bird Tail Creek, out by the Pheasant Mountains, you have a belt of country extending to the 105th meridian, and to the north of Qu'Appelle, containing not less than 10,000,000 acres. There is no finer region in the North-West than will be found north of Qu'Appelle in this quarter. Perhaps next year I may be able to tell you of other great tracts of valuable land which are now being explored, and of which, therefore, I do not wish to anticipate the reports. I speak only of my own explorations. Here are 16,000,000 of acres in two blocks, and it only takes us to the 105th meridian."

Here we have a tract of country twice the size of Manitoba as it is to-day within easy reach of Winnipeg. Now, who will say that there is no land to be found in this part of the Dominion fit for settlement? Yet we have heard it stated that all the country of easy access to the immigrant has been taken up by speculators and settlers. We will now suppose a farmer landed in Winnipeg and anxious to obtain a farm and settle upon it with as little delay as possible. He collects all the necessaries he requires for starting in his new home, and then having placed them on board a steamer at the levee in Winnipeg, he takes passage, and in a few days he finds himself landed on the border of the land which has been so well described by Professor Macoun. The immigrant, moreover, will not be likely to find himself alone; he will have others accompanying him on the boat to the land of promise we are at present referring to. We have not the least doubt that hundreds, and probably thousands, of people will avail themselves of the opportunity next summer to go beyond the limits of Manitoba, because they will not have to travel hundreds of miles over the plains to reach their destination. The immigrant, however, need not go so far as the point

spoken of by Professor Macoun. He can find plenty of land nearer the boundary of Manitoba, and consequently nearer the line of settlement. The Little Saskatchewan River, which falls into the Assiniboine about 150 miles from its mouth, *i. e.*, Winnipeg, passes through a splendid country already containing many settlers, and which is bound to settle up rapidly during the next few years. It is unnecessary for us to describe other localities in this vast territory; those we have mentioned are sufficient for the purpose of this article. Mr. Brydges, Land Commissioner of the Hudson's Bay Company, has lately published a pamphlet, from which we make the following quotations in regard to the cost of transport for crop. He calculates on the completion of the Canada Pacific Railway from Lake Superior as far west as Fort Ellice within two years from now, and on that he bases the following figures:

The transport of grain from Fort Ellice to Thunder Bay, and the placing of it into elevators at the latter place 15 cents per bushel—certainly not over 20 cents.

Propellers taking it from the elevators, and passing through the lakes and the enlarged Welland canal, will deliver it in Montreal at 10 cents.

From Montreal to Liverpool the average freight taken at 57s. sterling a quarter is equal to 15 cents.

Total cost of transport of grain from as far west as Fort Ellice to Liverpool, 45 cents per bushel;

Or to Montreal 30 cents;

Or to Toronto probably a few cents less.

It is not likely that north-western wheat will be quoted at less than \$1 per bushel in the Ontario and Quebec markets for some time to come, and therefore it can be easily seen that wheat raising in this country is a profitable undertaking, especially when it is considered that the yield per acre seldom goes under 30 bushels. The Government, therefore, are acting wisely in preparing the way for immigration in advance of the railway, and by utilizing the River Assiniboine they are taking means to settle the country without having to wait for the iron horse. The railroad is generally found