

nearly 100,000 people without shelter! We have shown what amount of credence can be put in those pretensions. Some, seduced by their fine statements and dazzling promises, allow themselves to be led away, a step which they afterwards regret, but when too late oftentimes to be remedied. The number of dupes, however, is happily inconsiderable. But emigrants should be advised to avoid these agents who make it their occupation to follow them on their journey in order that they may prevent them settling on Canadian soil. People are apt to be deceived by those who profess to pay them great attention with no other motive apparently than that of being obliging and agreeable. But it is not, as they soon find out, the prosperity of the emigrant which they have in view, but their own selfish interests. Being the hired agents of great speculators or of Railway Companies who possess immense tracts of country in the United States which they wish to colonise, they do not hesitate to ruin the future of a family in order to gain their own salary and enrich their patrons. Hence too much precaution cannot be taken in order that emigrants may know how to deal with this class of travellers with whom they may be thrown in contact.

This year, our neighbours will attempt a supreme effort to retain in their midst emigrants crossing the United States. We even read, some time ago, that Mr. Hadwin, a "bonanza farmer of the Red River valley," who travelled through some of the eastern provinces of the Dominion, recently, has been telling the people of Fargo, Dakota, that during his stay in Canada he was pressed on all sides with enquiries about Manitoba and the North-West, and that he is convinced that "there is a vast tide of emigration setting in toward Winnipeg and other points in Manitoba, which is being advertised in every conceivable way and in the most attractive form throughout Canada." He regrets that the Northern Pacific Railway does not send "bummers" as they did before, to follow up the emigration parties and endeavor to induce them to settle in the States. While he was at the Union depot, St. Paul, Mr. Hadwin says that there were "hundreds and hundreds of people filling every nook and corner of that vast building, on their way to Winnipeg and out on the Canada Pacific, and that there was such a cram and jam it was almost impossible to get to the Manitoba train; comparatively few people, however, came out over the Northern Pacific."

To remedy this state of things, the suggestion is made to the business men of Fargo that an organization be perfected by which representative men of the Red River valley could go up and down on the line of the Manitoba road, between Crookstown and St. Vincent, and talk with these people to induce them to turn their attention to this section.

Mr. Hadwin volunteers to put in his time, and, it is said,