

of grasshoppers and early frosts combined with prejudiced reports regarding the climate kept the country back.

But since those days a marvellous change has come over the Canadian West. Cultivation of the land has steadily reduced the risks of injurious frosts, the plague of grasshoppers proved to be a very exceptional and not a common misfortune, and it is now realized abroad that the climate of Manitoba and the whole North-West is at least as tolerable, and certainly quite as healthful as that of eastern Canada; and in the course of my journey I met not a few who stated that they preferred the winter of Manitoba to that of the lake regions of Ontario. The wonderfully rich soil of the country and its heavy yields of grain have made thousands prosperous beyond their first expectations, and to-day the vast plains are being peopled with settlers who have complete confidence in its future, and who know that a failure of harvest now and then will not affect their ultimate success. Railway building has gone on with the extension of farming, and often ahead of it, till now the map of Manitoba is crossed with lines like the old settled Provinces of the east. Two great transcontinental systems besides the C.P.R. are working west through the Province, and the trunk lines of the northern States of the American Union are keenly seeking a slice of the growing traffic. The fact that these all converge upon Winnipeg would make this city a great centre of trade, but its re-awakening is based rather upon the growth of the provincial and territorial towns to the west of it, and the growth of these in turn is based upon the actual wealth produced by the farmers and ranchers in grain and stock-raising. I have no doubt that in course of time the great plain stretching from the eastern borders of Manitoba to the foot-hills of the Rocky Mountains—say, 1,000 miles east and west by 500 to 800 miles north and south—will maintain 100,000,000 people in comfort. It is such conditions and such prospects that are swelling the population and trade of Winnipeg at a very rapid rate. In 1891 the population was 25,639, in 1901 it was 44,778, but at the present time its inhabitants, excluding the floating population, are conservatively estimated from the assessments returns at 67,000. In the last ten years the assessed value of city property increased from \$22,001,330 to \$48,214,950, while the bank clearings have increased from \$50,540,648 in 1894 to \$246,108,606 in 1903. The Winnipeg Board of Trade reports the wheat exports to have increased from 15,000,000 bushels in 1894 to 50,000,000 in 1903, so that, taking this staple as an index of business, the growth of Winnipeg has not out-paced but rather lagged behind the growth of the agricultural interests, upon which the city's trade is based.

The city of Winnipeg is now an anthill of transformation and reconstruction. Everywhere in the central portions of the city old warehouses are giving place to newer and greater ones, banks and insurance companies are reorganizing their business and putting up more solid and expensive headquarters, and the era of the sky-scraper has begun. The Canadian Pacific Railway Co., with unabated faith in the country with which its own vast growth is so intimately bound up, is building a great terminus with an eight-story hotel, 236 feet long, and having 315 guest chambers. These will cost about \$1,500,000, and will include a subway for city traffic along Main Street, which the railway will cross. This subway will cost between \$80,000 and \$100,000, is 100 feet wide, having two arches for sidewalks and street traffic and one arch for the street railway. Eight railway tracks will cross this subway. The company has also purchased land in the western part of the city, where it is building railway shops, roundhouses and freight sheds. The sheds will be 1,800 feet long, the roundhouse will contain forty locomotive stalls, and the shops and yards eighty-four miles of track. The shops will be extensive, and will be used for building both passenger and freight cars as well as for repairs. The Canadian Northern Railway and the Grand Trunk Pacific also have plans for extensive terminals and works, though these plans may be modified if the railway commission's recommendation for a Union Station is carried out. It is expected that the new subway will be finished in October, and the new C.P.R. station ready

for occupation about February next. The Winnipeg Street Railway Co. is also building a subway in Portage Avenue, and has started work on new car and repair shops, having a main building 250 x 100 feet, with boiler and engine-room and heating plant, to be finished by October, 1905. These are a few of the semi-public features of an industrial development that has now begun. As to the progress of building in residential quarters, I may cite an instance that came under my own knowledge. The hotels being overcrowded during the Exhibition, I obtained lodgings in Langside Street. In the portion of this street running south from Notre Dame there were over 700 numbers on the houses, and yet the oldest house in the street was less than two years old. My hosts informed me that last year they sat at their back door in the summer evenings and watched the boys playing baseball in the field adjoining, but now there is no adjoining field, for it is all laid out in streets and partially built up. It is at once evidence of the almost reckless progress of building and of the tolerable character of the winters here to add that many of the houses going up are of a frailty that would seldom be found in eastern cities. The excuse for this is that the high rents and great demand for houses force even poor people to buy and build on the instalment plan in order to have a house at all. The building permits taken out in Winnipeg for the first six months of 1904 made a total of over \$6,000,000. Astonishing as it may seem, none of the big cities of the United States reached this record in building this year, and only one exceeded it—the city of New York. It is worth while to notice, by the way, that alert Yankees are taking a more prominent hand in investment in Winnipeg—and even in investments in farm lands in some districts to the west—than eastern Canadians. One cannot be surprised at this, for where the remembrance of the boom of 1881-2 lingers in the minds of the many Ontario and Quebec people who invested to their loss there is apt to be severe skepticism about the reality of rising values in the same field. I had the same prejudice, but, having seen the city and its recent Exhibition, that prejudice is gone, and hence I would advise eastern Canadians to come and see for themselves, and then judge what the development of this western country will mean a few years hence to them as manufacturers, capitalists and colonists.

The Winnipeg Exhibition, this year called the Dominion Exhibition, was a revelation of the potentialities of the West. The show of horses, cattle, and sheep has never been excelled, if equalled, on the continent, while the array of agricultural machinery, covering in all a space of ten acres or more, was a striking exhibit of the revolution in mechanics as applied to agriculture. The manufacturers of the East are evidently waking up to the march of events here, as they had four buildings nearly filled with machinery and goods "made in Canada," these being shown under the auspices of the Canadian Manufacturers' Association, under the supervision of C. B. McNaught, of Toronto, whose services were recognized by the presentation of a purse of \$300 in gold, along with a shower of compliments. Mr. Heubach and his active staff, who managed the show, have proved able exhibition men, and have rendered a service to the whole Dominion in presenting to the East a spectacle of what the Canadian West is capable of.

In a succeeding issue I hope to deal with other developments in the West.

MINING MATTERS.

A ten-stamp mill will be erected at the Redeemer mine, near Dryden. Water power will be used.

It is expected that the Ontario Government Railway will reach New Liskeard about the 1st of September.

The Tyee Copper Co., of British Columbia, recently declared a dividend of 10 per cent. for the year. The main shaft is now down 483 feet, and favorable changes in the rock are being met.