

dom depressed at one time, the settler is always deriving profits from a portion of his investments. Stock of all kinds does well here and can be kept by the farmer at very little expense. No hand feeding is necessary except perhaps for a few weeks during an unusually severe winter, while the great expense of stabling is avoided, stock of all kinds running out during the winter. The buffalo grass which abounds here is considered the most nutritious of the prairie grasses and when cured is equally as good as hay.

The suitability of the country for grain raising has already been shown. Taking into consideration then the fertility of the soil, the richness of the grasses, the purity and abundance of the water supply, the cheapness of timber and fuel, and the mildness and healthfulness of the climate, we believe the district offers greater inducements than any other for the farmer or the rancher to make it his home.

Free Carriage of Seed Wheat.

The following joint circular has been issued by the Canadian Pacific and Manitoba & Northwestern railway Co's. in respect to free transportation of seed grain:—

"The prevalence of smutted wheat and poor quality of oats and barley obtained throughout the grain district last year, and a belief that a change of seed will to some extent eradicate the evil, the companies, parties hereto, in order to assist the farmers to procure suitable seed at moderate cost, will, between 1st March and 15th April next transport free of charge No. 1 and 2 red fife wheat, No. 1 and 2 white oats, and 2 and 6 rowed barley (equal to sample in the possession of station agents, prepared by D. Horn, Dominion Government inspector, Winnipeg), between stations on our respective lines.

This arrangement, so far as the Canadian Pacific railway is concerned, is confined to shipments between stations on the main line, White-mouth to Calgary inclusive, and branch lines in Manitoba and the Northwest Territories.

Seed grain offered for shipment must be carefully examined by the shipping agent, and if equal to the official sample will bill the shipment "For Seed," charges to collect at destination. The grain on arrival at destination to be delivered free on execution of a satisfactory bond from consignee that the grain will be sown by him on his farm, and used for no other purpose. This bond, when properly executed with consignee's receipt for free delivery on the form prescribed by the delivering company's accounting department, will be authority for clearance voucher.

Carload lots passing through Winnipeg to destination to be subject to inspection; way-bill for such shipments to be endorsed "To be inspected at Winnipeg, and held to order Robt. Kerr."

Shipments intended for delivery at flag stations must be covered by special order from the traffic department of the initial line.

Battleford District.

From the Battleford Herald.—

From the hundreds of records that might be given of favorable impressions formed of the Battleford country we select a few and we have purposely taken those of a distant date, and of persons not interested in the place, their evidence being free from any suspicion that they were trying to create a "boom" in its favor. To the question that will naturally arise as to why the district has not settled up more rapidly we have only to point out that the defec-

tion of the Canadian Pacific from its original route left the Saskatchewan off the line of travel and the extraordinary and persevering efforts of the great landed corporations along the railway to bring their property before the country helped for a time to divert attention from the Saskatchewan. The long drive across the prairie deterred immigrants from coming in, dread of the trip and doubt as to whether there would be a market for their produce leading them to be content with land possessing fewer natural advantages.

It has always been conceded that the territory to be opened up on the Saskatchewan is, taking it all in all, the best suited for general farming of any section through which a railway projected or completed, runs. Settlers will find the country becoming more desirable as they go north or west after leaving the railway where it crosses the South Branch. Stretching ahead of them for hundreds of miles lies the famous Fertile Belt, coterminal in its length with the North Saskatchewan, and of a width of a hundred miles and upwards. Rich in soil, timber, water, hay and minerals, it bears out the highest praises of all who have written on it, from the earliest explorers to the official "land examiners" of later days. All agree that it is a land of glorious promise. Free from the visitation of the dread cyclone and the no less deadly blizzard, there is no danger to stock running at large; and with a spring as early as Ontario, and a summer just as long, there is nothing to interfere with the operations of the farmer.

The favorable notices quoted are all of old date, and are of greater value because each succeeding year has confirmed the correctness of the observations of the early writers.

The correspondent of the London (Eng.) Times, who accompanied Lord Lorne in his tour through the Territories, wrote:—"Battleford is close to the junction of the Battle River with the Saskatchewan. The country through which we have passed since leaving the bluffs is above suspicion. Here at our camping ground the grass is thick and rich and almost up to our knees."

In his address at the Winnipeg banquet the Marquis of Lorne spoke as follows of the country around Battleford:—"For two days' march—that is to say, for about sixty or seventy miles south of Battleford, we passed over land whose excellence could not be excelled for agricultural purposes; thence to the Red Deer Valley the soil is lighter, but still, in my opinion, good for grain, and in any case most admirably suitable for summer pasturage."

Mr. R. Latouche Tupper, who visited this country in 1881 in an official capacity, wrote:—"New settlers are going on to the rich lands in the neighborhood of Battleford. The Eagle Hills country, lying between the two branches of the Saskatchewan, and not far from Battleford, is a very attractive part of the Northwest, while the land across the Saskatchewan to the north is a very rich and luxuriant prairie. There is an abundant supply of wood for fuel and building purposes both on the hills and along the valleys of the larger rivers, consisting principally of poplar and spruce. The water is excellent and entirely free from alkali."

Capt. Deville, Chief Inspector of Surveys, in

his annual report for 1881, says:—"Several surveyors had occasion to cross the valley of the Battle River. They all speak of it as a region of fertility unsurpassed in the whole Northwest. There is good water, abundance of wood and fine prairie openings."

Mr. Wilkins, C.E., who was a member of Prof. Macoun's party in 1870, reported:—"There is a much larger area of good land around Battleford than is generally supposed to exist."

Prof. Macoun says of Battleford and its environs:—"The district lying east of the 110th meridian and north of Lake Manitoba, all the way to Battleford, will yet be an excellent farming country, as the land is level, and the soil, though light in places, very good."

Prof. Kenaston, C.E., who was sent out the same season by the Canadian Pacific Railway Company to examine the country between Moose Jaw and Edmonton, is thus reported:—"The professor has traveled over a large section of the Northwest, having an eye to the capabilities of the country as well as to the selection of a railway route, and from what he has seen he finds that the Battle River Valley possesses in a greater degree than any other district visited the elements necessary to becoming an important settlement. The land increases in richness as one goes up stream, until it becomes equal to any in the Territories, besides being free from some disadvantages under which some other districts labor."

The late Mr. B. Fremont, who had lived a number of years in the Battle River Valley, and who was thoroughly competent to judge, when asked by a newspaper correspondent for his opinion, gave it in the following words:—"I have traveled over the greater portion of the western and northwestern States and the Canadian Territories, and have lived in both sections, but in all my travels I have never traversed as fine a region as the Battle River Valley. I have prospected on both sides of the Battle River, from its mouth to Edmonton and Red Deer Crossing, one hundred and seventy miles up, and consider it is, without exception, the finest section of country in the Northwest, on either side of the boundary line. It is admirably adapted to farming in all its branches, and possesses good water in abundance, all the timber necessary for years to come, and grass shoulder-high for miles. The soil is a rich sandy loam with clay subsoil. The lakelets and running streams are pure and clear; and I particularly remarked the absence of alkali ponds and sloughs; and I am satisfied that in the near future this valley will become the garden of the Northwest."

Similar favorable opinions of the northern country could be quoted to an unlimited extent, but enough has been given to show that the advantages claimed for it have been readily recognized by travelers, whether their visits were prompted by business or pleasure.

THE COLONIST received a few days ago a copy of the initial number of *Danebrog*, the first publication ever issued in Canada in the Danish language. *Danebrog* is printed at Ottawa, and is to be devoted to the interests of Scandinavians in Canada. It is published by C. A. Meyer & Son, and edited by Chas. C. Meyer.