

Entering that Province, we travelled a distance of 72 miles by stage to Fort Garry and Winnipeg, the latter being situated contiguous to the Fort, and a rising place. A railroad is now in course of construction to Pembina, which will be completed during the present year. We might have saved about 230 miles had we taken the route via Breckenridge, but in order to avoid travelling by stage, we took the longer route by railway. From Pembina we travelled about 50 miles along the Red River—a portion of the Province as yet entirely unsettled, with the exception of a few stations scattered every 15, or 20 miles, where relays of horses and refreshments for passengers are provided. Passing this district the Half-breed settlements commence, small white houses with stables attached dotting the scene, and which become more numerous the nearer we approach the Fort.

Seven miles from Fort Garry we passed a grist-mill; the houses presented a better appearance, the farms being well fenced, and the Assiniboine River was reached, a tributary of the Red River. The former stream is navigable for a distance of 60 miles or more, and though not wide is deep. Red River is navigable some 280 miles to the south and 30 to the north, where it empties into Lake Winnipeg, with an expanse of about 1,000 feet at the Town of Winnipeg. Fort Garry, the principal trading post of the Hudson Bay Company, contains a small fortress with a garrison of soldiers. A large warehouse belonging to the Company is situated on the River's bank, in which six clerks are employed. There is also a telegraph office, and several two story houses around the fort. Work had been commenced upon the foundations of a new hotel to be erected this year at a cost of \$14,000.

At a distance of about a quarter of a mile or so lies the Town of Winnipeg, the capital of the Province, only founded a few years ago, but which already contains 12 stores, 5 Hotels and a large saw-mill, capable of cutting from ten to fifteen thousand feet of lumber per day. There are also a planing mill, and four printing offices. The houses are mostly frame, brick being the exception, though they are now being manufactured there. Stone and lime are procurable within six miles. The roads, as well as the streets, are in bad order, with very little sidewalk, but the building operations continually going on and teaming in connection therewith will cut them up for some time to come. Winnipeg also contains a Savings Bank, and a Wesleyan church.

On the eastern side of Red River lies the village of St. Boniface, containing a Roman Catholic Cathedral, Church of England, Presbyterian Church, and a school-house. Further down the river is St. John's (Church of England) College. After seeing Winnipeg we started for the Indian Mission about 60 miles to the north west. For a distance of some two miles are the houses of the Half-breeds, after which nothing was to be seen but the unbroken prairie, till we arrived at "Cattle Farm," 20 miles distant, where we saw 100 head of cattle grazing. The farm-buildings consisted of a small dwelling-house with large out-buildings, and a stack of hay containing about 100 tons. When we left there on the 23rd November, the cattle were still in the fields, and the pasture was good. For the rest of the distance to Indian Mission, the country changes, the prairie being dotted here and there with belts of wood land known as "bluffs," containing from one half to ten acres, for the most part poplar. This timber is used by the half-breeds for building purposes, for fences, and for fuel. On arrival at the Mission we found about twenty families of French half-breeds, who live by hunting and fishing. Here we met Mr. William Wagner, Provincial Land Surveyor, who takes great interest in the encouragement of immigration to Manitoba. Immigrants arriving, especially Germans, would do well to apply to this gentleman for information as to the most profitable and desirable lands on which to settle.