

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Continuous pagination/
Pagination continue
- Includes index(es)/
Comprend un (des) index
- Title on header taken from:/
Le titre de l'en-tête provient:
- Title page of issue/
Page de titre de la livraison
- Caption of issue/
Titre de départ de la livraison
- Masthead/
Masthead (périodiques) de la livraison

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
									✓		

972.132

C719

THE COLONIST.

A Monthly Magazine Devoted to the Interests of Manitoba and the Territories.

VOL. 7. No 5.

WINNIPEG, OCTOBER, 1892.

ONE DOLLAR A YEAR.

Notes and Comments.

THERE are in Manitoba and the North-west Territories 25,176 Indians.

A NEW and very destructive wheat pest called the frit fly has been discovered in Northern Minnesota.

THE Bank of Japan has declared an ordinary dividend of 6 per cent. and a special dividend of 9 per cent.

THE Manitoba Government is reported to have purchased a team of elk for exhibition at the World's Fair.

THE people of the Okanagan district, British Columbia are considering a scheme to establish a corps of mounted infantry.

A SIXTY thousand dollar shipment of seal skins was made from Vancouver on the 25th of September, bound for England.

MR. STEEL, of Steel & Wing, photographers, Winnipeg, will start shortly on a photographic tour through the Northwest.

PUBLIC prayers are being offered up for rain in Foochow, China, that the rice crop may not be a failure, as it now threatens to be.

THE Dominion Government have sent their Icelandic immigration agent at Winnipeg to Iceland, to promote immigration to Western Canada.

AMONG our literary notices this month we have one on the Toronto *Empire's* new premium. This would direct the special attention of our readers.

LIEUT. NORDMANN of the gunboat Wolf has received a medal from the German Emperor for saving the life of a Chinese girl in the Pearl river at Canton.

KULM is the name of the new town at the terminus of the Soo extension on the Organ claim in Dickey county, N.D. The new town has already begun to boom on a small scale.

A TEACHERS' convention of Southern Manitoba is to be held at Maniton on 20th, 21st and 22nd of October. A prominent educationist from Ontario will be present to address the meetings.

IN 1890 eight persons were sentenced to death in Canada. Four of these professed the faith of the Church of England, two claimed to be Protestants, one was a Baptist and one a Roman Catholic.

MANITOBA is to have a fine exhibit at the World's Fair if all goes well. A work-room has

been secured in Winnipeg in which a number of men will be employed until next spring in arranging and classifying samples of all the various products of the province. These will be shipped next spring to Chicago.

THE harvest in the Similkameen Valley is now over. The hay crop is good and stacked in good condition. There is not much grain threshed yet, but all kinds will yield abundantly. There is a larger area than usual this year under vegetables, and they are a crop of excellent quality. The fruit crop is splendid.

THE construction of the Siberian Railway is being pushed forward with considerable activity, and the hope is entertained that the stretch between Zlatoust and Tcheliabinsk will be open for traffic in December next. The sleepers and rails are being laid down on that section of the line situated along the Ussure River, in the extreme east of Siberia.—*Reuter*

ANOTHER party of farmer's delegates from the State of Michigan is now in Western Canada prospecting under the charge of Dominion Immigration Agent Anderson. Some of the party are going first to the Kettleford district and if that suits them will settle there; the others will visit various districts, before announcing their preference.

THE Northern Pacific Railway Company are pushing the improvement on their coast lines. Trestles are being filled in, permanent bridges built, the track straightened in a number of places and heavy grades cut down. The average grade on the company's lines, when this work is all completed, will according to its engineers, not be more than one-half per cent. except in the mountain division.

MR. HOWELLS will begin in the November *Cosmopolitan*, a department under the attractive title: "A Traveller from Altruria." Those who have seen the first two papers think they will equal in interest and in their wide appeal to all classes, the "Breakfast Table Papers" of Dr. Holmes. In order to give the necessary time to this work. Mr. Howells has turned over the detail editorial work to Mr. Walker.

THE Dominion Government are reported to have entered suit against the town of Port Arthur for the recovery of \$1,596, the amount of the duty on the street railway rails. The rails were allowed to be taken from the customs pending a decision as to whether they were dutiable or not, and now that it has been decided they are the town refuses to pay the duty.

LAST year it was noted that the statistics of shipbuilding both in the Old Country and the Canadian Maritime Provinces indicated that sailing vessels were coming again into fashion. This prediction is borne out by the latest figures, which show that during 1892 the sail tonnage built has been one-third more than last year, while steam tonnage has fallen off one-sixth. The smaller and cheaper craft are able, where time is not an object, to make much better rates to shippers than the ocean greyhounds. Everything has to come down to a money basis.

The North China Daily News reports that, "Her Britannic Majesty's Counsel at Hankow, Mr. C. Gardner, proposes to take a very important step towards stopping the further issue of anti-foreign placards in Hunan. He proposes to beard the Hunan lion in his den, by visiting the Governor of the province of Changsha, whither he will be conveyed by H.M.S. *Esst*, and we may be confident that the braggart voices of the Hunanese who have vowed that their sacred soil shall never be polluted by the armed foot of the foreigner, will be hushed to a respectful murmur when they see a British man-of-war at anchor in the river that bathes their capital. It is a bold and at the same time a very politic step, and we congratulate all the powers that be that have had to be consulted before it could be taken, on having decided on sending a British Counsel, and so able a man as Mr Gardner, in a British man-of-war into the heart of Hunan."

It is remarked by the clerk of forestry for Ontario that the high water level of the Georgian bay has lowered four feet during the last eight years. The reason given for this by some persons is the denuding of the forests by lumbermen at the head waters of the streams which flow into the lake. This may be nature's warning that we have been too extravagant with our timber resources. The *Canadian Lumberman*, discussing this question, says: "Carefully calculating what remains of wooded land in a large number of counties, and remembering especially its rich abundance in certain special districts, it will be granted that a timber famine is not yet imminent in Ontario. And yet one cannot consider the history of the thirty-two counties the forestry report has singled out for mention without being face to face with the fact that similar extravagance in the management of almost any other department of business, public or personal, would have long since resulted in disastrous bankruptcy."

The Colonist.

A MONTHLY MAGAZINE DEVOTED TO
THE INTERESTS OF MANITOBA
AND THE TERRITORIES.

Seventh Year of Publication.

SUBSCRIPTION PRICE, \$1 A YEAR (4 SHILLINGS)
ADVERTISING RATES ON APPLICATION.

Address: PUBLISHERS "THE COLONIST,"
WINNIPEG, MAN., - CANADA.

WINNIPEG, OCTOBER, 1892.

AN INTER-COLONIAL UNION.

A new solution of the problem of closer trade relations between the different sections of the British Empire has been brought forward, and one which is worthy of the careful consideration of those who are leading in the discussion of this subject. It is based on the right which the colonies have to make an inter-colonial fiscal arrangement among themselves, leaving out the mother country. This is, to be sure, only half a solution, as the mother country must be brought in before any entirely comprehensive and satisfactory arrangement of this nature can be made, but still it is a step in the right direction, and one which authorities regard as of vast importance. An arrangement of this kind could be made, in itself, of great benefit to the colonies and it would certainly greatly simplify the matter of a complete union of the Empire. The mistake made heretofore by those who are interesting themselves in Imperial union is to look only at the end sought, giving little or no attention to intermediate stages. They seem to want the "whole hog, or none." Experience is now showing that an immediate transition from a state of separateness to one of singleness would be extremely difficult and that by far the better plan will be to lead up to the desired end gradually.

It has been pointed out at divers times by old country statesmen in the course of speeches on subjects kindred to this that the colonies have the right at any time to form among themselves a league or union having for its object the improvement of their trade relations. These maintain that the treaty of 1862 with Belgium and the treaty of 1865 with the Zollverein, which have hitherto been regarded as prohibitory of all such arrangements, do not prevent the establishment of any kind of relations between the different colonies, although it does prevent certain arrangements between the United Kingdom and the colonies. In this new solution the ground is taken that if the colonies were to make preferential trade arrangements among themselves, they would not be violating any agreement which now exists; that they would reap as a result a portion of the benefits which are claimed for the complete union of the Empire; and would be able to very much simplify matters for the mother country in the time when she will find it possible to enter such a union. Lord Salisbury himself holds the view that only after some such steps have been taken by the colonies and their united in-

fluence brought to bear on England will it be possible to get her consideration of the matter.

Years will in all probability elapse before this idea of an Imperial Union will become a reality, years possibly before the first steps are taken, but it will come when the time is ripe, or these possessions pass from the hands of Britain.

MANITOBA'S NEGLECTED OPPORTUNITIES.

At various times from press and platform prominence has been given to the advantages which would accrue to the farmers of Manitoba were they to go more extensively into hog raising. There is no doubt that this province misses annually a large income through the failure of our farmers to take up this industry, especially in years when they have quantities of damaged grain left on their hands as unsaleable.

These remarks have been prompted by the perusal of the last annual report of The Dominion Swine Breeder's Association, in which we noticed several statements made by different speakers which might be used as arguments in favor of hog raising in Manitoba; arguments which would convince anyone that here is an undeveloped source of wealth for us, such as the people of any other country could not even dream of. Although the membership of the Breeders Association is almost entirely made up in Ontario and the industry is looked at in this report from the standpoint of the interests of its members, still there is much that can be considered as equally applicable to any other province of Canada.

One of the most striking points in the report was the following from a paper read by a member at the annual meeting: "The reputation which our Canadian pork has attained in the English market ought to stimulate us to produce a much greater quantity. Last year Great Britain imported over 560,000,000 pounds of pork, and of this amount Canada sent only 7,500,000 pounds against the United States 515,000,000 pounds."

If Manitoba was to enter the field with the definite object of getting a share of this immense trade, a few years would bring about a considerable change in those figures. Then again the same speaker said: "When we take into consideration the fact that Canadian pork realized one cent to one cent and a half more per pound than the American article we certainly ought to take advantage of our position." That brings out another important advantage which Canada has over the United States. We can produce a much better article than they can, one more suitable to the market which it would be our object to supply.

Still quoting from the same paper we would give the following which deals with a very important branch of the subject: "We are also importing annually from the United States over ten million pounds of pork, all of which might be profitably produced in Canada. Our market is practically unlimited if we produce the class of pork which the market demands, viz: hogs weighing from 160 to 200 pounds, and possessing a large proportion of ham meat."

All things considered, Manitoba appears to be blind to her best interests when she fails to go into business which has room for such expansion and development, and which offers such sure and steady returns for all investments as this one.

MILITARY AFFAIRS IN CANADA.

The visits of these military dignitaries although in reality of no very great moment to the people of Western Canada have still about them some circumstances which might be made the basis of a tale of future results of world wide importance. Canada has undoubtedly become since the construction of the C.P.R. a very important addition to the military strength of Great Britain and consequently a menace to those nations on which Great Britain may look as her probable opponents in the predicted approaching European war. She has supplied the missing link in the chain of communication which Britain has now around the world. She has provided the long sought for alternative route to India and the east. It is therefore of the utmost importance from a military standpoint that the route should be thoroughly inspected by competent officers and the various possible strategical points noted; these will be of use in enabling the Government to form estimates of the possibilities of the route. It has been said and with every appearance of truth that in the event of war the C.P.R. could comfortably transport men across the continent faster than the British Admiralty could land them at our seaports. That is enough to satisfy anyone.

As a result of the visit of Honorable Mr. Bowell, Canadian Minister of Militia and General Herbert, important changes are to be made in the military establishment at Winnipeg. The barracks at Fort Osborne in which the School of Dragoons is quartered have been declared unfit for use, and new buildings will in consequence be built at once. Many other improvements are to be made. While he was in Victoria the Minister was strongly petitioned to authorize the organization of a volunteer corps there. Whether he will or not is yet a question.

The advent of General Herbert in Canadian military affairs has marked a new era in their history. It is to be hoped that he will carry on the good work until the whole of the Canadian forces have been placed on an efficient footing and until the country is in this time of peace fully prepared for war.

NEWFOUNDLAND AND CANADA.

The latest developments in the relations between Canada and Newfoundland are of a much more friendly nature than any which have prevailed heretofore, and sanguine persons are beginning to hint at confederation as among the approaching probabilities. The recent St. John's fire has been the instrument which brought about this state of things, as the Newfoundlanders feel very grateful to Canada for the course she took towards them in their trouble. They are beginning to think that Canadians are not such bad people after all and that it is not unlikely the recent squabbles

were brought about by designing politicians to further personal ends. Whatever the cause may have been the ill-feeling is gone now and hereafter a more friendly state of affairs will exist.

Canada cannot afford to ignore or snub Newfoundland, her position forbids it; neither can Newfoundland afford to act saucily towards Canada, they have too many mutual interests. The dream of broad-minded men on both sides has always been of the ultimate entrance of the island into the Canadian confederation, and this would undoubtedly be the easiest way to settle all difficulties. It would certainly make matters much easier for Britain in her dealings with her North American colonies.

At times during the past few years Newfoundland has strongly hinted at an alliance with the United States as a solution of all her troubles, especially when some concession was wanted which England or Canada found it difficult to give. Such a move would be fatal to all the interests she is struggling for and would before long be bitterly repented. It would be a case of "cutting off her nose to spite her face." Newfoundland will serve her own best interests by maintaining her allegiance to Britain, whether as a part of the Canadian confederation or as an independent colony.

The people of the Dominion will be extremely pleased if some more peaceful relations can be established between the two colonies, and while having no intention of trying to coerce the island into confederation, will still be only too willing to make advances in that direction when Newfoundland evinces a desire for it. Let us hope that the time will come quickly when Great Britain will have only one colony in North America.

THE AGRICULTURAL COLLEGE SITE.

The announcement of the Manitoba Government of its intention to establish an agricultural college in the province has provoked an animated discussion as to the merits of the different districts of the province as a site for such an institution. This question of site is a delicate one and can not be settled without causing disappointment to some districts.

A strong deputation of Winnipeg citizens waited on Premier Greenway before his departure east and laid the claims of Winnipeg before him. They received a reply to the effect that the claim would be given his most serious consideration. That meant a good deal. Several reasons were urged in support of the capital city's claim. It was shown that such an institution as an agricultural college would in this country for a time at least have to be run on other than purely college lines. It would have to form part of the advertising system of the Government, and Winnipeg would therefore be likely to yield the best results in this connection, as more people would visit the college in a month there than would visit it in a year were it situated at an outside point. Every tourist, prospector, land hunter and farmers' delegate who visits Western Canada has necessarily to stop in Winnipeg whether bound east or west, and

could while in the city have plenty of time to visit the college. Then again it is urged that heretofore the Red River Valley has been somewhat retarded in its settlement in comparison with other parts of the province because of a mistaken idea which prevails that the soil in the Valley is not so desirable for farming purposes as that of the western portions of the province. The operations at the college would afford a means of comparison, and would help greatly in dispelling such a notion. The result would be that the vacant lands in the Valley would soon all be turned into farms yielding regular crops. Winnipeg being the centre of supply for the whole western country would also be likely to prove a more economical situation.

It is more than probable that all the other claimants for the college have good grounds on which to base their claims and that any one of them would prove good sites. The only pity is that they cannot all have the college. Wherever it is situated it is sure to prove an immense advantage to the country at large in the education of our young men in the higher branches of this noble pursuit.

Editorial Notes.

A prominent agricultural paper of Ontario very reasonably complains that that province is not being fairly dealt with in the matter of farm help. An adequate supply of farm labor is just as necessary to the successful garnering of the crops of that province as of any other, yet yearly the practice is followed of drawing from it to supply Manitoba and the Territories. This certainly seems to be hard lines for the Ontario farmers. If they take decisive action to prevent the trouble occurring again as it is probable they will, Manitoba and the Territories will have to look elsewhere hereafter for farm help in harvest time.

With many of the farmers of Manitoba the memory is still fresh of last year's invasion of peddlars. They have good reason to remember the occasion. These peddlars with a shrewdness worthy of a better cause, started out into the country parts at the time that farmers were most likely to have a little ready money and by dint of hard talking succeeded in selling to them thousands of dollars worth of goods of various sorts, especially cloths for which they obtained prices which represented several times the value of the goods. The swindle was a barefaced one and the victims had no one to blame but themselves. To them we can repeat the old saying that "Bought wit is the best"; they will know better next time. A safe rule to follow is to truck with no one who has no well founded business connections in the country.

In Manitoba each season of the revolving year has its special delights and characteristics, yielding to an observant mind much food for study and reflection. The opening of the year takes place in the dead of winter, when each day is accompanied by the biting frost and the clear, brilliant sunshine so common in our winter season. Spring ushers in a gentler state of

things: warm southern breezes; rapidly dispelling snow; the return of the birds; and the revival of plant and vegetable life. Summer witnesses the maturity of this plant and vegetable life, accompanied by most pleasant weather conditions. Then it is that the full measure of life's enjoyment is reached by the people of the country, especially in years such as this, when we have a prosperous future to look forward to as a result of our abundant crops. Gradually as the weeks advance the country puts on its quiet autumn air, so different to any other part of the year, and this in turn merges into the cooler weather which tells of the approaching winter. It is pleasant to watch the advance of the year, the decline of the summer, the ever changing scene.

The Steamship Lines and the Cholera Crisis.

The following extract from an article on the above subject which appeared in the September issue of *Der Auswanderer und Deutsche in America* of New York will be read with interest by those who have watched the struggle going on in New York to keep out this dreaded disease:

"The losses which the various steamship companies engaged in the passenger traffic between Europe and the United States will have to sustain as a result of the cholera, are far beyond any superficial estimate. They comprise not only the direct expenses imposed upon them in maintaining the passengers, in detention, but what is more important still, the almost complete stoppage of their passenger business during this fall season, aside from the nefarious influence the scare must exercise for some time to come after the scourge has completely subsided.

It is but just and fair to the companies to state that they have, one and all, born up well under the circumstances. They have done everything in their power to make the people in their charge as comfortable as they possibly could under existing conditions. They willingly realized the moral obligations they were under, and no money was spared in the discharge of their duty. We must bear in mind that every passenger that arrived here during the cholera period caused a financial loss instead of a profit. And yet, the managers and agents of the lines in New York hesitated not for one moment to do what was right in the premises, no matter at what sacrifice. This fact is frequently lost sight of by people who look upon but one side of the question and delight in heaping continual abuse upon some of the steamship companies. No fair minded and unbiased man, however, approves of such attacks.

Another point speaks also well for the steamship companies. From the earliest beginning of the trouble they expressed emphatically their willingness and readiness to heartily cooperate with the authorities and to aid them to the utmost of their ability in every effort at keeping out the scourge. To that promise they have lived up conscientiously and without faltering for a single moment. If mistakes have been made they were owing largely to blunders on the part of officials, both here and abroad. In Hamburg for instance, the local government saw fit to hush up the presence of the dreaded disease for some time. Thus not only the public at large, but especially the Hamburg-American Packet Company were lulled into disastrous security. Had the real condition of things been known at the main office of the company from the very start, the managers could and would have taken steps to protect themselves, their passengers and the public on our side of the Atlantic."

Farming in Foreign Lands.

From the *American Agriculturist*.

There are 27 agricultural schools, with 726 pupils, in Italy.

In the German empire there are 869 dairy associations.

The Queensland government is experimenting with the cultivation of hops and olives.

The linseed crop of Russia was 11,805,000 bushels last year, as compared with 13,861,000 bushels in 1890.

Many farmers in New South Wales are giving up growing grain, and are turning their attention to mixed farming.

Prince Edward Island is improving the quality of its live stock, especially horses, and sheep grown for mutton.

Italy's wheat crop is placed at 140,000,000 bushels, as compared with 127,000,000 bushels in 1891, and 133,335,000 bushels in 1890.

The area sown to wheat in South Australia will not be so large this year as last, the season having been late and the ground hard for plowing.

In Palestine the early rains fall in October and November when the seed is sown, but crops will not mature unless the latter rains also fall in April.

Out of every 10,000 persons in Cape Colony there are 4,403 who are engaged in agriculture, the aggregate number being 672,458 persons, of whom 333,612 are males, and 258,846 females.

The largest number of sheep held by one owner in New South Wales is 550,000 head, and there are 330,000 owned by the Momba pastoral company. There are nine owners who each hold more than 200,000 sheep.

The New Zealand government proposes to erect receiving depots for butter at the principal places of export, so as to encourage dairying by shipping abroad the surplus product.

Cultivators and horse-hoes are of rather antiquated style in France, and most agricultural implements there are much behind those of America in utility and durability.

Exports of wheat and flour from Canada averaged 2,993,000 bushels per annum during the ten years ending with 1891. This year they are likely to show an advance.

Sugar-cane has been badly ravaged by grubs in Queensland, nearly half the acreage being destroyed. In one case 700 pounds of grubs were picked from a single acre. The insect is the larva of a greyish-white beetle.

The island of Mauritius contains an area of nearly 433,000 acres of which 40,000 are planted to sugar cane, 2,000 to aloes, 1,400 to beans, 1,000 to peas, 300 to orchards, and smaller areas to coffee, vanilla, maize and other crops.

Indian wheat was imported into Belgium last year to the extent of 8,700,000 bushels as compared with 4,350,000 bushels in 1890. Part of this was for consumption in Germany and Switzerland, and all three countries are satisfied with the quality.

The Victoria government finds itself compelled to reduce the bonuses paid for the export of butter. Last year as much as \$150,000 was used for this purpose, six cents per pound be-

ing paid on all butter that realized over 25 cents in the English market.

Nova Scotia averages yields per acre of 18 bushels of wheat, 21 of rye, 35 of barley, 34 of oats, 33 of buckwheat, 42 of corn, 42 of turnips, 250 of potatoes, 22 of beans, and 2 tons of hay. Fruit growing is limited, except apples, of which the annual yield is about 300,000 barrels.

Arrangements have been made with the regular mail steamship lines to run extra steamers between Tasmania and London during the fruit season, so as to afford space enough for all shipments offering. It is estimated that 300,000 bushels of apples will be shipped next season, beginning about March, 1893.

Eighty per cent. of the population of Italy is, directly or indirectly, dependent upon her agricultural resources. There are 5,000,000 acres cultivable lands, of which 4,125,000 acres can be irrigated. The farmers feel keenly the competition of the farmers in Russia, Hungary and India.

The oranges of Paraguay are very similar to those of Florida and California in size and flavor. The tree begins to bear at five years old, and there are thousands of trees over sixty years of age that are as prolific as ever. The exports of oranges last year were over 65,000,000, valued at \$82,000.

The number of miles of fencing in New South Wales is 1,690,000, at an average cost of \$209 dollars per mile. There are 32,000 dams used for stock purposes, at an average cost of \$412; 33,000 water tanks, each costing \$965; and 3,744 wells, averaging \$1,145. This total expenditure exceeds \$400,000,000 for improvements in stock raising.

Immense swarms of flying locusts have destroyed a large proportion of the winter crops in South Africa. Wheat, winter barley and oats have been completely eaten off, also the sweet grasses, so that little nutritious feed is left for sheep. In some sections the potatoes and corn were damaged, and peas and beans though spared at first, were finally devoured.

The finest tea plantations in China are those on the mountain side, neither too warm nor too cool, where the soil is dry, although rains and dews are frequent. The force of the wind is broken, there is a maximum of sunlight, and the surrounding ground is free from weeds, or other vegetable growth. Such plantations are worth enormous sums of money and are controlled by the Chinese millionaires.

In Uruguay there are 400,000 acres under cultivation this year. Pastoral exports have formed ninety per cent. and agricultural exports only six per cent. of the total shipments of produce heretofore, but there is a gradual extension of the agricultural area. Last year's wool clip was rather less than 46,000 bales, and there were 666,000 head of cattle slaughtered in Uruguay, as compared with 801,000 in Argentine, and 455,000 in Rio Grande du Sul, a province of Brazil.

The 1891 crop of dried currants in Greece was 160,000 tons, of which 140,000 tons had been exported by the close of the year, 16,500 tons going to the United States. The fig crop was large but of poor quality; tobacco was a

good crop and 6,500,000 pounds were exported. There was a half crop of oil, giving 6,000 tons for export at \$100 a ton, besides which 2,500 tons of pickled olives are annually shipped abroad, the United States taking about 45 tons as well as 20 tons of pickled citrons.

The area planted to wheat in Ecuador is 40,000 acres, and small farms, from one to ten acres each, are the rule. No machinery is employed to sow, cultivate, gather or thresh the grain. A wooden plow drawn by oxen turns the ground over, the seed is sown by hand and wheat is cut with knives. The treading of horses and mules separates the grain from the straw, and it is winnowed by being dropped through small sieves held in the hand, the wind separating the dust and chaff from the grain.

The principal products of Bermuda are potatoes and onions, few other vegetables being raised, except beets. Both potatoes and onions are exported to the United States. Very little fruit is raised. Flowers bloom all the year round, and lily and other bulbs are largely exported to the United States. Not more than 50 acres are usually held by one person, and only British subjects can buy and hold land. Farm wages range from 75 cents to \$1 per day. The land is generally let out for an annual rental or on shares.

The orange industry in the Bahamas is on the decline owing to the ravages of scale and the competition of Florida and California oranges. The pineapple crop, however, has increased both in quantity and quality owing to the use of commercial fertilizers. The quantity of fruit exported to the United States in 1891 was 510,408 dozen as compared with 476,000 dozen in 1890, but the trade in canned pineapples has fallen off because the American canning factories now obtain the fruit duty free while there is a duty of 35 per cent on the foreign canned fruit.

Australia has a total area of 1,937,000 acres, of which 6,700,000 are cultivated. There are 8,700,000 cattle, 1,400,000 horses, and 76,000,000 sheep. The Argentine Republic has a total area of 729,000,000 acres, of which 14,900,000 are cultivated. There are 16,000,000 cattle, 3,700,000 horses and 114,000,000 sheep. As a pastoral country Argentine is by far the greater. Exports of wool to August 1st were \$30,000 bales. The corn crop has been the heaviest on record, and the total value of all agricultural products in Argentine, this year, amounts to \$202,000,000, this including what is used for home consumption.

Just a Word of Caution.

From statements made in letters received from Eastern Canada, and from items appearing in eastern papers, it appears that people east have altogether too exalted an idea of Manitoba's crop this year. People east appear to think that the outlook is wonderfully bright, and they are preparing to push business in this direction on the strength of these opinions. Altogether the opinion east seems to decidedly over-rate our crop prospects and the business outlook here. THE COMMERCIAL therefore believes that a word of caution is necessary. The Manitoba crop is not an enormous one. It is a

good many bushels per acre short as compared with the very large crop last year, and threshing returns show that the yield of wheat is not up to the official estimate of 22.7, as shown by the August crop bulletin, which estimate, however, is only given as a preliminary one. In some sections the crop is light, but the average for the province is fairly good. Manitoba has not therefore produced a remarkably large wheat crop this year, but simply what may be called a good crop on the average. In Assiniboia territory, west of Manitoba, the crop is lighter than the average for Manitoba.

The quality of the wheat crop is all around very good, and infinitely superior to that of last year. Altogether, the quantity and quality of the crop is such, that with fair prices ruling, this would prove a very profitable year for Manitoba farmers. The difficulty, however, comes in in the matter of prices. At present wheat values, there is not much in it for many of our farmers. It will take a big yield of wheat to leave much margin at present prices, and unless a change comes in wheat values, our farmers will not have much profit from their year's work.

This is the way the matter should be viewed by business men. There is no reason to be alarmed over the outlook. Business men will require, as they always should do, to exercise the usual care and vigilance, and look for only an ordinary year's trade. Those who look for a big rush of business, and who think that it would be safe to recklessly push trade and extend credit, on the basis of the present crop, will be disappointed. — *The Commercial*.

A Famous Canada Dairy Farm.

Near Brockville on the Canadian side of the St. Lawrence river, just below the beautiful Thousand Islands, is Belvedere, the famous Jersey dairy farm of Mrs. E. M. Jones. The owner is a practical business woman, managing the farm herself, being able, should necessity arise to milk, separate the cream, churn, work the butter and prepare it for the regular customers.

By strict personal supervision and attention to every detail of the farm, the dairy and the market, Mrs. Jones built up such a reputation for her butter in the New York market that it was eagerly bought at \$1 per pound. But at present the increased tariff caused the yearly output of 7,000 pounds to be more profitably sold to one company in Canada. The herd comprises about fifty of the very best animals obtainable. All are thoroughbred, but actual merit as shown by good butter records, is needed to secure an animal a place in the herd. As the home dairy farm contains only eight acres of poor stony land, two other small farms are rented. Soiling is practiced, as there is no good pasture land within reasonable distance, the intensive farming followed furnishing immense quantities of green food. Besides the crop used for soiling, the small farms annually produce about sixty tons hay, twenty acres corn fodder, 1,000 bushels oats, 1,000 bushels roots and all the fruit and vegetables needed by a large household. Lately a few choice horses have been added to the stock, among which is "Officer," a noted \$1,000 saddle horse. The cattle, however, are the special pride of the

farm. At the head of the herd is "Canada's Sir George," the famous St. Lambert Jersey, and second to him is "Massena's Son" sired by a pure St. Lambert. The dam "Massena" gave in her sixteenth year 8,290½ pounds of milk which yielded 654 pounds of butter. Many costly prizes have been won by "Canada's Sir George" and "Massena's Son." Three of the Jersey cows have yielded a profit of forty-seven per cent. on the value of food consumed and all the herd give good returns, being excellent butter producers.

Eighteen years ago the Belvedere herd began with two Jerseys tethered on the lawn, and a few pounds of butter were sold to a neighbor. The wonderful growth of the business under Mrs. Jones's successful management has brought many requests that she write a book on the dairy and dairy farm. The world would be glad to know how this kind of farming pays and how one woman has made it pay, by personal supervision winning deserved success. — *American Agriculturist*.

Wonderful Alaska.

A writer on Alaska says: "You must recollect that Alaska contains 600,000 square miles, and it will be a considerable period before all her resources can be named with certainty; but relating to my observations and reliable reports of experiments in several localities, I will say that Alaska can raise about everything possible to the more temperate belts. First there are delicious wild berries of all kinds, and especially the strawberry, which grows in abundance and is of fine flavor. Within 15 miles of the great Glacier bay, our exploring party of 10 Indians and 3 whites picked enough of these berries to furnish us with lavish desert for 3 days. Nowhere in the world can finer vegetables and root crops be raised, while sheep and cattle raising has been tested to satisfaction, and encouraging experiments in grain have already been made. There is no doubt that the hardier fruits will do excellently in Alaska. As for the alleged dreariness of the country—it is a kind of dreariness that sent over 1,000 tourists into the country last season. It has spots of dreariness that rival the wonders of the Yellowstone park and the grandeur of the Yosemite valley. The glorious vision of the famed Glacier bay is worth crossing a continent to sea, and makes pictures on the memory that will last a lifetime.

Vegetation grows with tropical rankness to the south and west, while to the north the Arctic sun on the Arctic seas, glaciers and snowfields invite the most prosaic men to regret that they are neither poets nor painters. But when I discuss the fisheries, salmon canneries, mines, and agricultural possibilities I grow tedious, . . . when I expatiate on the natural beauty of that country I am simply interminable."

A Famous "Rocking Stone."

The "moving stone of South America," one of the most remarkable of the many curious geological formations known to scientists, is located on the Tandil mountains in the southern part of the republic of Buenos Ayres. It is

known to the inhabitants, both far and near, both civilized and savage, as the "Rocking Monument of God," and many tribes of Indians really believe that some great deity is buried beneath it. It is an enormous granite boulder sustained on its axis by an almost invisible base, the oscillating movement being east and west, or to and from the mountain. The power of a single man is sufficient to put it in action, and motion is frequently imparted to the gigantic mass by a strong gust of wind. It measures 24 feet in height, about 90 in length and eighteen feet in breadth. Its figure is that of an irregular cone, the base upon which it rests also having the form of a pyramidal cone, its diameter being but 10 inches at the point where the enormous boulder rests. An early writer, in speaking of this oddity, says: "When the wind blows from the southeast, the moving stone may be seen rising and falling after the manner of waves on the ocean."

Manitoba Weather and Crops.

The weather has continued fine, and threshing has gone on uninterruptedly under the most favorable conditions, while farmers are getting ahead fast with their fall work. Threshing returns continue to show a lighter yield of wheat than was previously counted upon, and some returns have been quite disappointing. 20 bushels per acre is now perhaps an outside estimate of acreage yield for the entire exporting wheat districts of Manitoba and adjoining country west in the territories. The quality is showing up very good, and it looks as though half of the entire crop will grade No. 2 hard. There is a little smutty wheat, which will go rejected, and two or three cars of rather damp grain have shown up. This is due to putting the grain in stack before properly dried, as the weather conditions have been quite the opposite to cause any damp grain, and the general condition is dry and hard. Seeds of weeds in wheat are perhaps more prevalent than ever before. No frosted wheat has shown up yet in inspection returns, which is a pleasing feature. The quantity of wheat grading No. 1 hard is so far limited, and this is directly traceable to cutting on the green side. A large portion of the crop has been reduced in weight and also reduced a grade by cutting too green, otherwise considerable wheat which grades No. 2, would have gone No. 1 hard. It is thought that later marketings will show an improvement in this latter respect, as it is claimed that allowing the wheat to stand in the stack for a while will to a considerable extent correct the damage done by cutting too green. Early marketing comes to a considerable extent from grain threshed from stook, which is not as good color as stacked grain.

Grading on the new line of railroad to the Crow's Nest Pass is being rapidly pushed forward. It is expected to be finished as far as the Pass in about two weeks. No rails will be laid this year.

Operations on the new 40,000 bushel elevator of the Patron's Elevator Milling and Supply company at Boissevain, will be commenced by Head & Bossoms, Portage la Prairie, on Tuesday next. It will be the sixth elevator for Boissevain.

Manitoba.

Oak Lake Country.

FERTILE FIELDS AND SCENIC BEAUTY.

A writer in the *Free Press* says: "The western portion of Manitoba is being rapidly settled and already gives promise of being one of the most prosperous sections of the province. Some parts of it are comparatively little known, yet merit more than a passing notice on account of the fertility of the soil and general prosperity attending the efforts of settlers who have gone in there within the last few years. The section of country around Oak Lake station, 165 miles west of Winnipeg, is a notable instance of this. Six years ago there were few if any settlers in that locality, but now there is the flourishing village of Oak Lake, and a thickly settled and prosperous farming community around it. The village which is shortly to be incorporated is in the municipality of Lansdowne in the county of Dennis, and has now a population of about 500 souls.

The soil in the vicinity is a fine sandy loam, the fertility of which has been fully established by the large quantity of grain that has been marketed at this point, in the last three years. Only a few years ago, it was the winter home of vast herds of buffalo that sought shelter in its forest glades and many bluffs. It was an historic spot in Indian life, and Hudson Bay traders yet living, recount interesting reminiscences of its aborigines. The buffalo are extinct, and the nomads too, save some 600 Sioux Indians who are exiles from Dakota as a result of the Custer massacre. Their reservation is a few miles northeast of Oak Lake, and a few days ago they had a great pow-wow in what is known as the dog feast. The region is known for its scenic beauty.

The prairie is undulating and covered with beautiful bluffs. The latter are interspersed at intervals with many beautiful farms covered, at this season, with countless numbers of stacks of grain. Herds of cattle and droves of sheep have replaced the buffalo, giving evidence, that settlers are fast realizing the importance of mixed farming. The Leland House and two other hotels cater to the needs of the farmers who market their grain at this point. There are two large elevators at the station; Ogilvie's having a capacity for 25,000 bushels of wheat, and that of Roblin & Armitage, room for storing 30,000 bushels. The principal feature of the place, however, is the magnificent roller mill of Leitch Bros., with a grinding capacity of 250 barrels a day. This is one of the finest mills outside of Winnipeg in the province, and has every modern appliance. There is a grain elevator adjoining the mill having a capacity for 35,000 bushels of wheat, and another warehouse that will store an additional 25,000 bushels. Threshing has already begun, and from 40 to 50 teams per day can be seen selling or storing wheat at the elevators. This average will keep up for the next three months, during which time some 500,000 bushels of wheat will be marketed. There are a number of fine stores in the village, Mr. E. Dickson, M.P.P.,

for Lansdowne, being one of the leading merchants. One is forcibly impressed in watching the farmers drive into town with the fine horses they own. The Messrs. Leitch, too, have some excellent horses. The writer of this sketch was treated to a drive some five miles north to the Assiniboine valley behind as fine a pair of thoroughbred horses as ever trod turf. The gait at which they travelled was a lively one, and the day being fine was heartily enjoyed, as was a subsequent drive of 15 miles to Virden. The Messrs. Leitch settled at Oak Lake in 1897, and success has rewarded their enterprise. Their fine establishment is a boon to the Oak Lake country and a credit to the province of Manitoba.

The scenery is very picturesque at the valley of the Assiniboine to the north, as well as around Oak Lake, a lovely sheet of water, some six or seven miles southwest of the town. The lake, now that shooting season has set in, is a resort for sportsmen from all parts of the province. Geese, duck and even swans are plentiful and the bluffs abound with chicken, making the region a veritable hunters' paradise. A singular incident has occurred owing to Plum Creek having become disconnected with the lake. Pike or jackfish that once were so plentiful, are now extinct, the Indians having fished all that remained. No regret is expressed at this, for when the new fish hatchery is in operation, a fine opportunity will be afforded for stocking this lake with whitefish, trout, carp and other good varieties of food fish. The lake is nine miles in length by four miles in width. There is a large French half-breed settlement and Belgian colony in the vicinity of Oak Lake."

Town and Country Residents.

In a country like Manitoba that offers such peculiar advantages to those who have strength and capacity to enjoy country life, it is remarkable that so large a proportion of the population resort to the cities and towns. Probably one-third of the entire population is to be found in business centres, engaged in various occupations, some of the employments not always the most secure. The object or inducement is, in many cases, the hope of obtaining immediate comfort or suddenly acquiring wealth, and but little regard is had for future advantages, which this fine agricultural country offers so generously to individuals of industrious habits who desire to make comfortable homes and become independent. It might be thought that the opportunity that exists in Manitoba for securing on easy terms, cleared farms of three hundred and twenty acres each, capable of producing every ordinary article of food in constantly increasing abundance, would be an irresistible temptation, especially to young men who love free life in the open air, where even the exertion of strength is an enjoyment. The man who can skilfully and successfully manage a farm in Manitoba should rank high in the social scale, for he owns his own fields, his own houses, his own cattle and horses; he builds his own stacks and markets his own grain; his accomplishments are varied and of a kind that requires strength of body as well as an intelligent mind. The Manitoba farmer may not

talk so fluently and correctly as his cousin from the town, nor act so gracefully, nor dress so neatly, but he can engage in undertakings that would appal a resident of the city. He can curb and control the wildest and most untractable horses; he can survey a vast field of grain and with his powerful team and ready binder lay the whole in well bound sheaves in a remarkable short space of time. In advancing the settlement and in stimulating the progress of a country, the farmer takes a place in the front rank and all others follow in his footsteps. The doctor, the lawyer, the merchant, the minister, the school teacher, the builder, the blacksmith, the manufacturer, and even the locomotive on the railway, must follow or accompany the farmer and his plow, which feeds the world. When the cost of the farmers outfit and the varied character of his labors are considered, the agriculturist cannot be considered a poor or an uninforming man, for when he takes his seat on a costly binder to which three valuable horses are attached, and proceeds to cut a hundred acre field of wheat, he really drives a more expensive carriage and a more splendid team, over a more valuable road, than that owned or taken by the wealthiest gentleman in the land.—Pilot Mound Sentinel.

Grenfell, Manitoba.

From the *Brandon Mail*.

This is to a large extent an English town, and surrounded by an English settlement, though to the north there is a well settled, prosperous German settlement. The Germans, as a rule, did not bring means, but they are rapidly acquiring them, many of the number will be wealthy. In the south are situated the English settlers for the most part. Many of the number brought in considerable means, and are receiving annual remittances, from the land of sheekles and fat beef. Every year augments the number so that the "roll of sovereigns continue." Many of the latter are fast acquiring the ways of successful agriculture in the country, though still retaining the usages and customs of the Old Country and indulging them here as well as circumstances will permit. "The 'are and the 'ound" is a favorite amusement.

The town itself is really one of the most progressive along the line. There was a time when the hotel accommodation used to be a terror to the travelling public; but this is now effectually changed, as Mr. R. A. Copeland has erected one of the best buildings in the Canadian Northwest. In size it is practically 60x66 feet, two-stories high, though the rear part consists of two wings with an alley way between. The building is made of granite stone, and contains 35 bedrooms, and other apartments in proportion.

The educational institutions are a good school under Mr. McLeod; English, Methodist, Presbyterian and Baptist churches under the Revs. Beal, Love, McLeod and Marshall respectively.

There are here lodges of Orangemen, Templars and a flourishing Agricultural Society with a hall of their own and a membership of 80. Messrs. Lake and H. Coy are president and secretary-treasurer.

There are two blacksmiths, three or four carpenters and others controlling small industries.

The crops are fairly heavy, the sample excellent, and the total yield of wheat will be about 150,000 bushels.

The wants of the place appear to be a good steam elevator, a barber and a baker. These latter would all do well in this thriving town.

The present year about \$25,000 is being spent in buildings in the place, and it is expected next year a new court house will be erected here.

Manitoba's Progress.

Only six of the spring wheat states of the republic had more acres in wheat this year than Manitoba. Of the states Minnesota leads in wheat area, and the remaining five, in the order of greatest wheat area are, North Dakota, South Dakota, Iowa, Nebraska and Wisconsin. There are twelve other states which are classed as spring wheat states, but excepting Oregon, their wheat area is very small, all being under 150,000 acres, and all but two under 100,000 acres. The spring wheat country of the United States is therefore really confined to the region between lakes Superior and Michigan and the eastern slope of the Rocky mountains. Manitoba has also a larger area of spring wheat than Ontario or any other province of Canada, but it may be mentioned that Ontario grows more winter than spring wheat.

While Manitoba stands seventh in the list of provinces and states in the area of spring wheat, she stands fifth in the aggregate quantity of this class of grain produced this year. In point of yield per acre, Manitoba leads the continent at a considerable distance ahead, and it is satisfactory to know that our province of Ontario stands second only to Manitoba. The official estimate of yield per acre is 22.7 bushels in Manitoba, 17.4 bushels in Ontario, and about 12 bushels in the principal spring wheat states.

The position of Manitoba shows wonderful progress in comparison with what the province produced ten or twelve years ago. Twelve years ago, four or five million bushels would cover the total production of all kinds of grain in Manitoba. This year, according to official estimates, there will be about 37,000,000 bushels of grain crops, or an increase of 700 to 900 per cent. in the twelve years.—*The Commercial*.

Cricket in the Northwest.

Rarely is a combined team got together to visit Winnipeg, and when it is the occasion is made one of general rejoicing, as well as for serious cricket. After four or five years of hard work on a secluded farm it is not to be wondered at that there is an inclination to "pass the rosy," as Dick Swiveller was wont to say. The real enjoyment, though, comes at the end of the week, at the practice match in the summer months. There is something pathetic in the thought that when the farmer drives his dozen miles to buy his stores, he looks forward to his Saturday afternoon's practice at the game he loves so well and played at home under such different circumstances, as the commanding pleasure of his lonely life, the

relaxation from his unceasing labours, the pastime that recalls to him in the prairie solitude his boyhood and his home. Yet as the same men develop the country and garner their swelling crops, leisure and money will permit of the more indulgent in sport, and they and their sons will one day, perhaps before the next century is much more than born, be heard of contesting on English wickets, as the Australians; their brothers Canadians, and the Parsees have already done, for the laurels of the good old game.—From "Cricket in Canada," by G. G. S. Lindsey, in the *Dominion Illustrated* monthly for September.

Notes.

Manitoba College re-opens on October 3rd.

It is said that Estevan will shortly have a weekly paper.

The new elevator at Miami is now completed and in running order.

The Massey-Harris Company have erected a large warehouse at Oxbow.

General Sir John Ross and his party arrived in Winnipeg on September 22nd.

Work on the electric street railway lines in Winnipeg is being carried on with the greatest possible speed.

Sunday, September 25th was observed by the Presbyterian Sabbath Schools of Winnipeg as a harvest thanksgiving day.

Premier Greenway left Winnipeg for the east on the 12th on Government business and will be absent several weeks.

Capt. Swinford, the genial passenger agent of the Northern Pacific at Winnipeg, arrived home with his bride on Sunday, September 25th.

A party of Chinamen, nearly one hundred in number, from Boston and New York, passed through Winnipeg on the 13th, bound for their native land.

Rev. H. A. Tudor, rector of All Saints' Church, Winnipeg, contemplates resigning his incumbency and going to India to engage in mission work.

It is said that a Duluth capitalist contemplates erecting a number of dwelling houses to rent in Winnipeg. Houses for rent are very scarce in the city at present.

Alex. Smith, Manitoba Government agent at Winnipeg reports 245 settlers and 783 excursionists arrived in the province during the week ending Monday Sept. 12th.

A change has been made in the mail service to Lake Dauphin. The mail now remains over there till Tuesday morning instead of leaving Monday morning as heretofore.

Brandon Times:—"During the past week the force of workmen on the Sandison farm numbered sixty and this little army will be increased to eighty as soon as threshing commences."

A company has been organized at Winnipeg called: "The Winnipeg District Colonization Company" which has for its object the settlement of all the vacant lands in the vicinity of Winnipeg.

R. T. Ritchie, farmer from Essexshire, England, who has been travelling in Manitoba and

the Territories prospecting, is now on his way home to the Old Country. He was very much pleased with all he saw here and intends disposing of his farm in England and settling in Manitoba.

Work on the station and section buildings on the C.P.R. Souris branch is being rapidly pushed to completion. All the section houses with the exception of the one at Alameda are double. Platforms for the convenience of traffic 200 feet long by 12 feet wide have also been built at each point.

One of the finest batches of horses ever brought into Canada came over on the "Oregon" her last trip. They are the property of J. D. McGregor of Brandon, and were destined for his farm at that place. Among them are 22 stallions, Shires, Cleveland Bays, Hackneys and thoroughbreds.

Prof. Laird, of Wesley College, Winnipeg, has returned from an interesting trip in the Rocky Mountains. He was accompanied by Professors Coleman and Stewart, of the Toronto Practical School of Science. From Morley the party went towards Mount Brown, which was ascended and many observations made. On return to Morley Dr. Laird extended his trip to the coast and returned via the southern route.

It is marvellous with what rapidity grain stacks have gone up since cutting was completed. Every day new groups appear as if they had risen from the ground by magic. In the municipality of Louise, which is composed of fourteen townships, about eighty stacks a day have been put up in each township every day for the last ten days. As there are about five hundred well settled townships in Manitoba, there has been about four hundred thousand grain stacks erected in the province in less than two weeks, and the grain in general is all good. The work of stacking is by no means completed, and when all is done the province will present a very interesting and prosperous appearance.—*Pilot Mound Sentinel*.

IMPERIAL

CREAM TARTAR
BAKING POWDER
PUREST, STRONGEST, BEST.
 Contains no Alum, Ammonia, Lime, Phosphates, or any Injurious.
E. W. CILLETT, Toronto, Ont.

N. W. Ontario.

Development in Northwest Ontario.

"Messrs. Arthur B. Leo and Hugh Blain have just returned from a two weeks' trip in the iron region round about Port Arthur," says the *Toronto Empire* of Sept. 10th. "The special object of their journey was to attend the annual meeting of the Port Arthur, Duluth & Western Railway Company, in which they and other gentlemen are largely interested. Advantage was taken of the occasion to make a personal inspection of the road and the country through which it runs, so as to obtain an idea of the resources of the localities tributary to the road, and the probable revenue of the company. From these gentlemen it is ascertained that their road is now finished for about 80 miles, and will be completed to the Canadian boundary line at the Narrows, between Gun Flint Lake and Magnetic lake, about the end of this month. A short line is also being built by the same parties on the United States side, running into extensive iron mines. They paid a visit to the property of the Gun Flint Iron Company in the State of Minnesota, about four miles from the end of the Canadian line of the Port Arthur, Duluth & Western. This is said to be the finest iron mine in the state, not even excepting the celebrated iron mines of Tower and Ely or the much talked of Massaba mines. There are out-croppings of the finest ore covering a stretch of over three miles and beyond doubt containing millions of tons of the highest grade of magnetic iron ore. This company recently made a contract with the Port Arthur, Duluth & Western railway to furnish at least one hundred tons of iron ore annually for 10 years for shipment in bond over the company's road to Fort William or Port Arthur, thence to be forwarded by water to the eastern States, and the opinion is freely expressed that the actual shipments will far exceed the quantity contracted for. It would seem impossible to place a limit to the iron industry in this locality on either side of the boundary. There are excellent indications on the Canadian side, and the only thing required is capital for their speedy development. Specimens of ore have been shown us from a location near Whitefish Lake, close to the track, free from sulphur, with only the slightest trace of phosphorus, and which shows 65 per cent. of manganese this ore is said to be worth \$1.50 per ton more than any in the United States. Excitement is running high all through this region, and if only a small percentage of the expectation of those interested be realized the people of Canada will be astonished at the result. The prospects of this pioneer Canadian mineral road are practically unbounded. In addition to the iron traffic there will be an immense lumber trade, and the company has already some large contracts for hauling logs. Train loads are now coming down the road daily. Besides this there is a splendid farming country for settlement along the Whitefish valley, and there will also be considerable traffic from the scores of silver mines along the line of the railway. The *Empire* is glad to hear such re-

ports from these gentlemen. In the language of one of them: 'Mining in this section must assume prodigious proportions, and no railway in Canada has ever commenced operations with anything like as favorable prospects as the Port Arthur, Duluth & Western.'

Fort William Water Works.

Fort William like many another rising town is bothered with a question of water supply. While it is situated within a few hundred yards of Lake Superior and has flowing past it the great Kaministiquia river, an abundant and convenient supply of water fit for all domestic purposes is nevertheless not at present to be had. In view of the growing importance of the place its inhabitants are casting about them with the object of securing such a supply of this necessary.

A number of plans have been suggested involving more or less expense whereby this can be accomplished. One is that a pumping station be established a few miles up the river, and a pipe line laid from that to the town. While this plan would do well no better one available, it is under Fort William's circumstances not the most desirable. The one which seems to be the best is to lay a pipe line across the river and up to Loch Lomond, which is situated on Mount McKay. This lake or natural reservoir contains the purest water in unlimited quantities and could be made a never failing source of supply. More than enough pressure would be obtained by reason of the height of the water above the town. Such a system could not be established though without an outlay which is almost beyond Fort William's means at present. The inhabitants have the satisfaction of knowing, however, that water is always there, and when the time comes they will make the necessary connections and secure one of the most perfect water supplies in Canada.

Notes.

Fire visited Fort William on Friday, the 14th ult., and partially consumed three buildings.

Several parties have been convicted of selling liquor to the Indians in Rat Portage district.

There is a prospect of a large steamer being built during the coming winter to ply between Rat Portage and Fort Francis.

The Roman Catholic Church at Port Arthur was seriously damaged by fire on the evening of Wednesday, September 21st.

From March 3th to August 31st the number of fares collected on the Port Arthur electric street railway exceeded 62,000.

Port Arthur proposes to submit a by-law to raise \$40,000 for the extension of its electric street railway to West Fort William.

A very heavy storm on Lake Erie in the latter part of September nearly resulted in the wrecking of some of the large freight boats.

The steamer Shamrock, left Rat Portage Tuesday, September 20th for Rainy River with a cargo of 1,000 sacks of flour and 80 tons of freight.

The Port Arthur *Herald* is responsible for the statement that a Duluth capitalist contemplates

establishing a \$50,000 iron foundry at Fort William.

An Athletic Building Association, Ltd., has been organized and incorporation applied for among the citizens of Rat Portage with the object of erecting and maintaining a building to be used in winter as a curling rink and in summer for a boat club house, public meetings, &c. The company expect to have their building completed by the winter.

The Rat Portage papers are roasting the management and everything connected with the late reduction works. From what we can gather from these we should say that the enterprise has proved a veritable reduction works—for reducing cash the pile of its owners. Instead of extracting gold from ore it has been extracting it from suckers.

The Port Arthur, Duluth & Western railway is fast approaching completion. It is now at the boundary line of Minnesota, and is being run into the iron mines in that state. A contract has been made with a company in Duluth and Minnesota to carry one million tons of iron ore from Minnesota to Port Arthur within the next ten years, which is equivalent to 100,000 tons per annum for that period.

Port Arthur *Sentinel*: "Eighty miles of the P. A. D. & W. railway from Port Arthur have been railed and the remaining six miles are being graded to the Minnesota boundary line and will be completed before the snow falls. The rock cuts which were encountered and made recently, have engaged a considerable amount of labor, but Messrs. Middleton and Conneec, the experienced contractors have surmounted every difficulty."

A Toronto despatch to Winnipeg of a recent date gave the following information: "The provincial mining convention, to be held at the Soo, will discuss a proposition to grant 12,800 acres of land per mile to colonization railways in Algoma and the creation of Algoma into a province. It is pointed out that Algoma with its 54,000 population and its 27,500 square miles with rich deposits of gold, silver, copper, iron, petroleum, nickel and unlimited fisheries has as good a right to be made a province as the territories with 70,000 population and 293,000 square miles which had to be divided into several provinces. A proposition will also be made for reciprocity between Canada and the States in all minerals and manufactured products thereof, and have all lands six months in arrear of taxes open to the actual explorer and settlers."

GILLETT'S
 PURE
 POWDERED 100%
 LYE
 PUREST, STRONGEST, BEST.
 Ready for use in any quantity. For making Soap, Softening Water, Disinfecting, and a hundred other uses. A can equals 20 pounds Sal Soda.
 Sold by All Grocers and Druggists.
 E. W. GILLETT, Toronto

Northern Pacific Railroad

THE
Popular Route

—TO—

ST PAUL AND

MINNEAPOLIS.

—AND—

All Points in the UNITED STATES & CANADA

Pullman Palace Vestibuled Sleeping cars and Dining cars on express trains DAILY to

TORONTO, MONTREAL,

and all points in EASTERN CANADA, via St. Paul and Chicago.

An opportunity to pass through the celebrated ST. CLAIR TUNNEL. Baggage is checked through in bond and there is no customs examination whatever.

Ocean Passages.

and berths secured to and from Great Britain and Europe. All first-class steamship lines represented.

The Great Transcontinental Route to the Pacific Coast.

For full information regarding rates, etc., call on or address your nearest ticket agent or

H. J. BELCH,
Ticket Agent, 486 Main St., Winnipeg.

H. SWINFORD,
General Agent, Winnipeg

CHAS. S. FEE,
General Passenger and Ticket Agent, St. Paul

For Over Fifty Years

Mrs. Winslow's SOOTHING SYRUP has been used by millions of mothers for their children while teething. If disturbed at night and broken of your rest by a sick child suffering and crying with pain of Cutting Teeth send at once and get a bottle of "Mrs. Winslow's Soothing Syrup" for Children Teething. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures Diarrhea, regulates the Stomach and Bowels, cures Wind Colic, softens the Gums and reduces Inflammation, and gives tone and energy to the whole system. "Mrs. Winslow's Soothing Syrup" for children teething is pleasant to the taste and is the prescription of one of the oldest and best female physicians and nurses in the United States. Price 25 cents a bottle. Sold by all druggists throughout the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup."

A GREAT DOLLAR'S WORTH.

The Winnipeg Weekly Tribune, 12 to 16 pages each issue, the largest Weekly published in the Canadian Northwest is mailed to any address in Canada or the United States for \$1 a year. A magnificent portrait of either the late Sir. John Macdonald or the Hon. Wilfred Laurier is given to every subscriber.

THE TRIBUNE PUBLISHING COMPANY,
WINNIPEG, . . . MANITOBA.

DOMINION PIANOS AND ORGANS

ARE THE LEADING CANADIAN INSTRUMENTS.

Medals and Prizes

1st At Philadelphia, 1876
At London, England, 1876
At Sydney, Australia, 1878.
At St. Louis, France, 1878.

1st At Montreal, Canada, 1880.
At Antwerp, Belgium, 1885
At Ottawa, Canada, 1889.
At over 200 Fairs in the Provinces.

1ST IN THE ESTIMATION OF THE MUSICAL PEOPLE.

For further information apply to the General Agent for Manitoba and North-West Territories:

R. H. NUNN, - 482 Main Street, Winnipeg.

BOYCE'S Carriage Works,

Show Rooms: | Workshops:
JAMES STREET. | ROSS STREET.

Manufacturer of all Classes of Wheeled Vehicles.

—OUR SPECIALTY IS—

DELIVERY AND COMMERCIAL WAGONS.

We also carry a full line of Phaetons, Surreys, and Kensingtons and Any style of Job asked for see Catalogue on Application. '92

Edward L. Drewry

Fine Ales,
Extra Porter

—AND—

Premium Lager.

Highest Cash Price Paid for Good
Malting Barley.

Redwood Brewery

Winnipeg, Man.

READ

THE WEEKLY FREE PRESS.

The Greatest of Canada's Weekly Papers.

\$2.00 a Year in Advance

ADDRESS: FREE PRESS,

WINNIPEG, MAN.

CANADA SETTLERS

LOAN AND TRUST CO

(LIMITED)

Capital, - \$500,000 Sterling.

MONEY TO LOAN!

ON FARM AND CITY PROPERTY IN
WESTERN CANADA.

Special power to Lend to new and approved Settlers on Homesteads.

ADDRESS:

**ALLAN,
BRYDGES,
& CO.**

MANAGERS,

**350 MAIN STREET,
WINNIPEG.**

P.O. BOX 1299.

Assinibolia.

The Indian Head Experimental Farm.

The following is an extract from the remarks of Senator Talbot, on his recent visit to this farm:

"Mr. Angus McKay, the manager of the Experimental Farm at Indian Head, has in a few short years accomplished wonders. In 1888 he first broke the virgin soil of what is now the admiration of all visitors that appreciate rural beauty, that love agricultural life, that rejoice in the transformation that is now taking place in every district in the great Northwest. The cry of "nine months winter and three months late in the fall," that for a long series of years had an influence in direct opposition to the advancement of this now eagerly sought and truly fertile country, is only heard in the few feeble dying tones of a defeated party, that the growing intelligence of the land has well nigh exterminated. No frosted wheat, no tender vine show here the slightest appearance of even a chill. A garden tended with skill and practical industry has and is still yielding the most gratifying results. Cabbages, cauliflower, celery, tomatoes, peas, beans, in fact all kinds of vegetables tried by Mr. McKay show a remarkable growth. The wheat, oats, barley, peas, rye and grasses are all excellent, some wonderful. To go into minute details about all three grand useful experimental farms is more than I have time for, and I believe more than is required for the information of the reader. I am satisfied that the funds expended on the farms in question, will, in due time, add more to the prosperity of the country, to the education of the agricultural classes, and to the future beauty of tens of thousands of homes, that will imitate the work that goes so far to make the life of the tiller of the soil complete, happy and contented.

The buildings here cost about \$20,000; they are substantial and well adapted to all purposes for which they are intended. 650 acres of land constitute the Experimental Farm. Some 500 are cultivated. Mr. McKay has fifty different varieties of wheat, thirty-two of oats, twenty-seven of barley, twenty-seven of peas, twenty-five of potatoes, twenty of turnip, and twenty-five of millet. From all these different varieties the intention is to acclimatize them in time, distribute to our people the most reliable, the earliest and most productive of each kind for future civilization amongst our agriculturists. Currants, gooseberries, raspberries and strawberries flourish in this country and the size and flavor of each is rich and as large as in the fruit growing districts in Ontario.

Forty-five head of horned cattle and eight horses, all of the best are kept on the farm. Twelve men in the summer and six in the winter find employment here. All the trees set out look thrifty and add so much to the beauty of the ground. Water in abundance on the farm and the entire property is enclosed by a substantial fence and well constructed roads where needed.

This not one of the most prolific seasons in this country, yet on this farm Mr. McKay expects from 20 to 30 bushels of wheat, 45 to 65 of oats, of peas 25 bushels and of potatoes 200 bushels per acre. Again I would say to the agricultural classes, do not fail to visit some one of the experimental farms; for your benefit they have been established and that they may benefit to the greatest extent see thou take the sons and daughters, do not leave the mother behind. All should go and investigate, ask questions as to grains, grasses, trees, flowers, etc., all will be kindly answered, and more useful information would be gathered this way in a few hours than could be obtained in weeks from books or agricultural journals."

Territorial Immigration Matters.

"The estimates furnished by the Cayley Executive," says the Qu'Appelle Progress, "make provision for expending \$4,000 on immigration. While this sum is far below what we would like to see appropriated for this purpose it is a beginning, and shows an inclination on the part of the Administration of at least inaugurating a policy that will be effectual when the amount now set aside can be considerably increased. We have not yet learned just what is intended to be done further than to establish an immigration bureau and employ a few energetic agents, but we are satisfied that Mr. Cayley is fully impressed with necessity of carrying out the most active policy that the funds at his disposal will warrant. It is incumbent on us now to make an effort to settle up the country with all possible dispatch, and the Executive cannot better carry out the wishes of the people than by prompt and vigorous action."

Territorial Exhibits.

The local government are energetically pushing forward the arrangements for collecting Northwest products to be sent to the Columbian Exposition. Three thousand linen labels have been prepared to be attached to exhibits, and a large number of these have been distributed among members of the Assembly. The labels are to contain certain information which is required by the World's Fair Commissioners. The cereal, vegetable and root exhibits will be accompanied by the following information:

Name of object; name of producer; place where grown; character of soil; date of planting; quantity of seed planted per acre; method of cultivation; date of harvesting; yield per acre; weight; price of product; home market; average temperature by months between planting and harvesting; average rainfall by months between planting and harvesting; was exhibit produced by irrigation?—*Regina Leader.*

Notes.

The Fort Qu'Appelle Agricultural show is to be held on Friday October 7th.

A meeting of the Indian Head Rifle Association will be held on October 12th and 13th. Several valuable prizes are offered.

The fourth annual prize meeting of the Assinibolia Provincial Rifle Association was opened on Wednesday, September 21st.

The Western Milling Company have received at Regina a shipment of 210 hogs from Chatham, Ontario. The idea is to fatten them on damaged grain.

The *Western World* in its column of business chances, says there is an opening in Qu'Appelle for carpenters, a general store, machine shop, watchmaker and jeweller, and tinsmith.

The Mounted Police detachment formerly stationed at Wood End, has been removed to Estevan. Supt. Perry and Inspector Burnett have gone to inspect the troop at the new camp.

A shooting accident on Sept. 16th near Broadview resulted in the instant death of Mr. S. Russell, proprietor of the Commercial Hotel, Whitewood. Deceased leaves a wife and family.

"H. C. Lawson and J. H. Coyns have formed a partnership," says the *Regina Leader*, "and commenced business as general agents, and will handle farm property, insurance, advertise the Regina district largely in Ontario and abroad with a view to bringing in settlers, and lend English capital at a lower rate of interest than has prevailed in the past."

Medicine Hat Times:—"The finest train load of cattle which has left Medicine Hat for some time was shipped by Mr. Gordon, of Pilot Mound. There were 294 head in all, mostly three and four year old steers. They were purchased from Brown & Ross and others in the Macleod district and are in prime condition. They are destined for the British market."

A convention of Royal Templars was held at Regina on Tuesday and Wednesday, September 13th and 14th for the purpose of organizing a Grand Council for the Territories. Hitherto they have been subject to the Grand Council of Manitoba. Less than a year ago there were not the necessary 300 Templars in the Territories to establish a Council, now there are over 1,000.

Better Try Manitoba.

"There is an organization in Chicago, "says an exchange," composed entirely of women, which is operating a bread-making establishment on a large scale. The idea is to make bread cheaply so as to reduce its cost to the poor. The present cost of turning a barrel of flour into bread is about \$2.50, but the machinery used by this company enables it to be done for fifty cents. The entire process is automatic, from dumping the barrel of flour into a hopper to taking the baked loaves from the moving belt which passes through the oven. If the plan proves a success it cannot be too widely followed, as it would be of the greatest benefit to all people, insuring both cheap and pure bread. West Chester, Pa., women have also lately held a meeting to discuss the project of starting a bakery to be conducted on the same lines." With flour at 65 cents to \$2.10 per 100 lbs, as to grade and bread at ten to fourteen loaves for \$1, there would seem to be a good field in Manitoba for the operation of a few of these cheap bread societies.

Letters from Joseph Tyrrell of the Dominion geological survey who started some time ago for the extreme Northwest of Canada show that he is making a very successful trip.

Alberta.

The Railway to Macleod.

From the Macleod Gazette.

On Thursday last the final rail was laid on the railroad between Calgary and Macleod, and the connecting iron link of civilization had stretched out a small feeler and with the result that our hitherto old time town is now a part and parcel of that vast system which is such a feature of this American continent. Until now we in Macleod have lived to a great extent cut off from the outside world almost as completely as Napoleon on the island of St. Helena. We have had an existence peculiar and original to the district we live in; it had its drawbacks, perhaps, but it had its charms also. Nestled almost in the shadow of the majestic Rocky Mountains, to the northwest the Porcupine Hills, rising gently far away into the horizon, to where the summits are crowned with a bristling top-knot of Oregon pines, and by the way, this we believe is the most easterly point where this species of the fir grows, to the south the solid line of the Milk River ridge forming a natural barrier between us and Montana, and rolling prairie everywhere else, such a situation forms a grand ground to work out the everyday problems of life, and so situated is Macleod. The large-hearted, free-handed generosity of the west is proverbial, but it is not strange, and living as we do in the closest association with the grandest scenery on the American continent, with a climate that is almost perfect, it would rather be strange if our ideas did not naturally expand with our surroundings. The C. and E. road is the first step in the direction of unfolding to the world the natural beauties and resources of Southern Alberta, and nature has been most bounteous in her dealings with this section. Hitherto it has necessitated a long and arduous journey, to say nothing of the expense, to get to Macleod at all; things are now changed; a delightful ride over an almost perfect road through the heart of a splendid farming and ranching country, and Macleod is within reach without any further trouble. What a difference this is, anyone who has travelled over the old route will understand.

Mining Matters in Alberta.

The Macleod Gazette in an article descriptive of a new find of precious minerals in the mountain district of Alberta says:

"It has for many years been supposed that the eastern slopes of the Rockies, in Southern Alberta, were deficient in the possession of the precious metals in any paying quantities, if, indeed, they were present at all. Why this should be we have always been at a loss to understand. Montana, as everybody knows, is one of the foremost mining states in America, if it does not actually top the tree. The mountains in that state fairly teem with wealth, to a certain point north, and there they are crossed by an imaginary boundary line. This line, in some inscrutable manner, has, one must believe, up-rooted and defied nature in such a way that, no matter that the lay of the country is the same, that the strata of the mountains is similar, the mere fact of mankind having decided that there should be an international boundary line between the United States and Can-

ada, has absolutely divided the natural resources of what are, to all intents and purposes the same country, into two distinct portions and apparently the division is such that the country to the south gets all the mineral wealth, and we to the north get none. That, we say is, apparently, the super-natural power this boundary line of human invention possesses. The chief reason for this idea is, we believe, owing to Prof. Dawson, the Dominion Geologist, who, in his original survey of this country, pronounced it to be, on account of the formation of the rocks, absolutely devoid of the precious metals. Prof. Dawson is, undoubtedly, a very clever man, but even the cleverest of us are liable to err, and the Prof., when he made that statement, was undoubtedly laboring under a delusion. True; heretofore nothing of any consequence has been found, but then a systematic search has never been undertaken. We are now positively able to state that a find has been made, and a very valuable one, too," etc.

The Gazette then goes on to paint in vivid colors the future of Macleod as a result of the development of this mining industry, and goes so far as to intimate that ranching will be secondary to it. The usual gush about, prosperity beyond our wildest dreams, is, of course, indulged in; prosperity that should it ever be experienced will turn the rest of the Dominion green with envy.

Westerners are nothing if not enthusiastic. Every discovery that is likely to open up new industries is hailed with great shouts and is made a subject of long discourses about new eras.

THE COLONIST will be sincerely glad if the Gazette's prophecies in this case come true, but we are inclined to think that the staid pursuits of cattle raising and agriculture will prove in the end to be of far more value than mining with its wild speculation and chronic instability.

Notes.

Two carloads of cattle are to be shipped from Pincher Creek to the old country.

Fifty-seven miles an hour were made on a part of the new railroad between Calgary and Macleod by a train lately.

Frank Richards, a prominent journalist, of London, England, is travelling in Western Canada writing up the country.

The Dominion Government has instructed its land agent at Edmonton to make a collection of the grains, grasses and vegetables of that district.

The second Sunday School Convention of the Northwest Territories is to be held at Regina on Wednesday and Thursday, October 26th and 27th.

Our Edmonton exchange in noticing the existence of a patch of Canadian thistles in that town says: "This is an immigrant that is not wanted, even though it comes from Ontario."

Edmonton Bulletin: "Alex McLeod, who arrived from Glengarry, Ont., a couple of weeks ago, has purchased a farm at St. Albert from E. Brousseau for \$900. The farm was formerly occupied by E. Beaupre.

A proclamation of the Lieut.-Governor authorizes the South Edmonton public school district to borrow \$300 to be used for the purpose of purchasing a school site and erecting thereon a school building.

A gang of men under D. McArthur are engaged in erecting poles and stringing wires for a telegraph line from Calgary to the new McLeod townsite. The work is progressing at the rate of two to three miles per day.

The fall meeting of the Southern Alberta Turf Association will be held in Macleod on Thursday, October 11th. The races are all running events and include a $\frac{1}{2}$ mile dash, a cowboy race, $\frac{1}{2}$ mile dash, 1 mile dash and a steeplechase. The purses amount to \$500.

Edmonton Bulletin: D. E. Noyes left for White Mud lake, near the Jasper House, with a train of pack horses, on Wednesday. Mr. Noyes reports moose and bear very numerous near the Jasper House this season, the Indians having killed 50 moose near his trading post. Not many bears have been killed yet as their fur is not prime, but a good killing will be made in the fall. The moose have been scarce in that district for some time past, and it is thought that the large number recently killed is due to a migration from some other region. The season has been dry near the Jasper House, and unless rain has fallen since Mr. Noyes left there will be great danger of fires this fall.

After an extended trip through Western Canada, Jas. Masson, M. P., of Owen Sound, Ontario, gave to the Times of that place an account of his trip. Of the Edmonton district he said: "At Edmonton Mayor McCauley, formerly of this neighborhood, entertained our party on behalf of the corporation. We were serenaded by a band, driven to the various points of interest and escorted across the Saskatchewan river on a ferry to visit the coal mines. From the banks of the river we viewed the bar where people who have nothing else to do can make from \$1 to \$2.50 per day washing gold from the sand. We then drove out into the country to see the rich agricultural products of the land, and for vigorous vegetable growth, the neighborhood surpasses anything in the Northwest, or in the Dominion for that matter. Among other market gardens that of D. Ross was visited and it was admitted by all members of the party that the products of Mr. Ross' place were much superior to anything that could be found in the older provinces. The coal mines are of an interesting character, the product being obtained from the side of the cliff where it is visible in a drift 4 feet thick. The coal is of a fine quality and sells in town for \$2.50 a ton."

What An American Paper Says.

The following from a recent issue of the Brooklyn Eagle should encourage us to expect the rapid settlement of Western Canada: "Immigration and normal increase have led to the taking up of practically all the land this government had to give away. The railroads have made possible the thing that our fathers believed to be improbable before the twenty-first century. The taking of all the better lands on our side of the border has diverted immigration into British America and the vast plains—even wider than our own and just as rich—of Manitoba, Kewatin, Saskatchewan, Assiniboia and Alberta will in the immediate future be occupied and made productive."

Saskatchewan.

Extending the Manitoba and North-western Railway.

From the Prince Albert Times.

Mr. Ross, M.P. for Lisgar, Manitoba, and a number of other gentlemen waited on the Federal Government and asked for a subsidy towards the Manitoba and Northwestern railway extension towards Prince Albert, on the same terms as awarded the Hudson Bay railway's proposed extension. The government promised to take the matter under consideration. The extension of this road is of very great importance to the rapid settlement and development of the rich and fertile belt of the Saskatchewan Valley. Between the present terminus, Yorkton, and Prince Albert is a broad and extensive tract of country that cannot be excelled for mixed farming, having abundance of hay and wood, and a climate that compares favorably with that of any other part of the Territories: in fact, this large district of country is seldom subject to August frosts, so that there is no better country in the Northwest for successful farming than this magnificent stretch of country. At present there are two large and thriving settlements on the route of this line of railway, one at Carrot River and one at Stoney Creek and although these settlements are very far from market, yet the people of these districts have been successful in their labors, and to-day the most prosperous in the Northwest. During the summer a large number of entries have been made in both of those excellent districts, and many more would have been made had there been any certainty of the rapid pushing forward of the Manitoba and Northwestern Railway. Something should be done, in fact something must be done by the Government to aid the pushing forward of this road to completion before the close of another season. As the settlement of the magnificent tract of country, the contentment, the happiness and the future prosperity of several thousand people are depending upon the early completion of the Manitoba and Northwestern Railway, it is to be hoped that the Government in considering this matter of so much vital importance to this district will acquiesce in the request made by the gentlemen who waited upon them and grant such a subsidy towards the Manitoba and Northwestern railway as will ensure its extension to Prince Albert before the close of 1893. The granting of such a subsidy will not only give confidence to the present settlers, but will also be the means of inducing immediately a very large influx of settlers to this beautiful and magnificent country, through which this road will pass.

Notes.

The name of Archdeacon Fortin is mentioned in connection with the bishopric of Saskatchewan.

Tenders are being called for, for the construction of some bridges in Jackfish Lake country.

An entertainment is to be given by the Dramatic Club of "C" Division of the Mounted Police at Battleford on October 6th.

Alex. Loudoun, of Prince Albert, and a young Irish gentleman named Montgomery, propose erecting a grain elevator at Prince Albert this fall. Mr. Ironsides, of Manitou, has also had plans prepared for a warehouse on the station grounds, and S. McLeod also intends building a grain warehouse at the same place shortly.

There is a strong likelihood that Prince Albert will have another railway connection with the east before long. Despatches from Ottawa indicate that a strong effort is being made to raise the funds necessary for the completion of the Manitoba and North-western Railway to that point. A couple of agents are now on their way to the old country to make these financial arrangements.

"Several changes have taken place in the staff of the Industrial School since the holidays began," says the Battleford Herald. "H. L. Ingram, who holds a teacher's certificate and comes otherwise highly recommended, has been appointed assistant teacher and bandmaster. Harvey Bragg, late of the Bell farm and the Experimental farm at Indian Head, takes over the blacksmith's shop; and D. Mackenzie, of Regina, will oversee the youthful shoemakers."

The Battleford Herald says: "Decidedly out of season, yet none the less pleasing to the eye, are the bright little violets that are blooming in the sheltered nooks at the edges of the bluffs. Bright harbingers of spring, they are not often seen after the early summer months. Wild roses in bloom are also to be found in thousands, as well as other flowers of many kinds—in fact there is nothing but the ripened grain and grasses to show that we are not in the middle of summer."

Sources of our Immigration

The statistics of immigration issued by the United States Treasury Department do not comprise immigrants from the British North American possessions or Mexico, owing to the absence of legislation providing for the collection of accurate data in relation thereto. They cover only the six ports of Baltimore, Boston and Charlestown, New Orleans, New York, Philadelphia and San Francisco. The arrivals in the customs districts designated, however, comprise about ninety-nine-hundredths of the entire immigration into the country, and the Treasury Department figures, therefore, give a sufficiently accurate exhibit of the volume and the sources of the immigration which comes to the shores of the United States to-day. Just at present the information to be extracted from the official statistics is of particular interest.

The last statement issued by the Bureau of Statistics of the Treasury Department is dated on the 15th instant, and gives the figures for the month ending August 31, with comparisons for the month of August, 1891, together with comparative totals covering both years for the two months' and the eight months' period ending on August 31. These totals with the sources from which they are drawn, are given in the following table:

Countries.	TOTALS AND SOURCES OF IMMIGRATION.			
	Month ended August 31, 1892.		8 Months ended August 31, 1891.	
Austria-Hungary—				
Bohemia	609	557	6,055	5,462
Hungary	1,487	1,110	29,507	18,491
Other Austria (except Poland)	2,671	2,787	25,583	23,704
Totals	4,747	4,454	61,540	50,657
Denmark	726	590	8,338	8,131
France	422	628	3,518	4,029
Germany	10,555	8,430	93,411	83,306
Italy	2,797	2,022	49,137	54,835
Netherlands	443	272	6,506	4,389
Poland	2,858	3,784	25,051	23,187
Russia (except Poland)	4,972	3,418	49,440	44,455
Sweden and Norway	4,256	3,751	46,069	39,311
Switzerland	508	433	5,297	4,557
United Kingdom—				
England and Wales	5,128	5,636	31,217	31,432
Scotland	1,062	1,091	5,023	5,075
Ireland	4,263	3,890	42,314	42,357
Totals	10,459	10,620	51,560	53,762
All Other Countries	2,671	1,732	15,413	14,861
Grand Totals	45,472	45,172	449,019	416,570

It will be seen by an examination of this table that the immigration for the month of August, 1892, shows a slight increase—just 300—as compared with the corresponding month of last year. The immigration for the two months shows an increase of nearly 3,400 as compared with the corresponding months of last year, while for the eight months ending on August 31, 1892, there was an increase of over 32,000 as compared with the corresponding eight months of the year previous.

Proceeding now to an analysis of the table given, it will be noticed, in the first place, that the increase in the immigration has been from places outside of the United Kingdom. The immigration from that country has, in fact, been on the decline. The figures for the month of August just past show a slight falling off as compared with the corresponding month of the previous year. A similar result appears from a comparison of the figures for the two months ending August 31, while for the eight months there has been a decrease of nearly 4,000. Taking the eight months as a basis for comparison, it will be seen that the greatest increase from any foreign nation was that from Austria-Hungary, viz., nearly 11,000, and this increase was mostly drawn from Hungary, the immigration from which, indeed, shows a greater increase for the period than that from the dual empire as a whole. Next in order comes Germany with an increase of a little over 10,000 for the eight months, and third in rank as regards the amount of increase come Sweden and Norway with an increase of nearly 8,000. There were decreases in the volume of immigration from Italy and France, the falling off from the former country amounting to nearly 5,700. There were increases from all the other countries particularized in the table, viz., Denmark, the Netherlands, Poland, Russia and Switzerland. The increase from Russia for the eight months amounted to nearly 5,000, and that from Poland to nearly 2,000. From all other countries not enumerated there was an increase of over 3,500. The immigration from the United Kingdom for the eight months ending August 31 last was less than a fifth of the total. From this analysis it appears that more than four-fifths of our total immigration and all of the increase in its volume are from countries which do not speak the English language.—Bradstreet's

Why She Didn't Marry.

THE VIEWS OF A LOVELY FIVE AND TWENTY SCHOOL TEACHER.

"Would I marry?" laughed a lovely young lady of five and twenty, dependent on her own income as teacher for support. "Well, no. When I consider the lot of my married friends, I am thankful for common-sense enough to remain single. I thoroughly enjoy my free, unfettered life. To be sure, I go to my work in the school-room each day, but my married friends have household cares as imperative as mine, with far greater chances of failing to give satisfaction. I have no husband to find fault with the coffee or the state of my wardrobe, no children to worry my peaceful hours, no servants to cater to. I have not to plan for three times three hundred and sixty-five meals each year, and no hungry family comes in to devour in one brief hour the result of my hard morning's toil in the kitchen. No stern tyrant of a husband deals out with grudging hand small bank bills to supply my needs and those of his children. If I am engulfed in a whirlpool of extravagance, and purchase a lovely gown, a pair of delectable evening boots, or a morsel of a French bonnet, I can endure the reproaches of my own conscience with some equanimity, but the scowls of an angry spouse would wither my very soul. When the blessed summer vacation comes around, there is a whole continent at my disposal, and according as I have been economical or luxurious I may choose my summer outing. Old age? Yes, it may come to me. It will come to my married friends, and may find them widows with a half-dozen children to work for. But if the worst comes, and I can not work or find a snug corner in an old ladies' home, I fancy I could win some gray-haired lover who would offer me a home. There is generally some one around you know." And the cold-hearted little beauty whisked off around the corner, leaving her married friend to reflect that perhaps all the advantages were not with the matrimonial state, as she had been taught to believe.

His Simplicity is Sublime.

THE INNOCENT LETTER OF A GREEN GOODS DUPE.

"Major Sherwood, commissioner of Dominion police, has had sent to him by leading citizens within the past few days dozens of green goods circulars received by them through the mails," says the *Ottawa Citizen*. "The fake is largely constructed upon the old established lines, except that the story of bonafide plates stolen from the Treasury Department has been discarded and the following substituted: 'The writer is now nearly 75 years of age and for 25 years was the superintendent of steel engraving in one of the largest and best equipped bank note companies in this country. During my leisure time I took up as a side issue the engraving of some duplicates, which, I can conscientiously say and prove to your entire satisfaction, cannot be distinguished from the genuine article that are issued by the government. Now my dear sir, my age and physical condition is such that I require the assistance

of others throughout the country to assist in the distribution of these articles. I therefore seek a trustworthy individual, who has a few hundred dollars to invest in a scheme of this kind, to act as agent and push their circulation in your locality.'

The circular is in the form of ordinary typewriter copy, and some of the most substantial business men in the city, bankers and civil servants have been honored with copies. In nearly every case they were promptly and properly forwarded to Commissioner Sherwood.

But among the commissioner's latest acquisitions in the matter of green goods correspondence is one which the dupe writes to the New York fakir by whom he was taken in. The writer is the soul of simplicity and a would-be swindler withal. It is easy to see by his letter that the game in its most antiquated form was practiced upon him; that he paid good money for supposed counterfeit bills, but when he opened the parcel found therein a paper of sawdust, a brick or other worthless articles. None of the familiar concomitants of the fraud, are wanting in this case, not even "the nice young man" being omitted. This is the letter written by the dup upon discovering his "mistake," unable still to comprehend the hollowness of the fraud of which he was the victim:

Dear Sir,—So great is my deception I cannot leave any longer without let you know what a great mistake has been made about that box. The box with its content \$3,000 which is our propriety was left in your office I think it is a pure mistake, if not it's a magical twist plead on me. The box has been open in the Central Depot before we left and in that box it was a pease of brick and old peases of paper no body else has touched the box but myself and I kept it in my hand all the time, please Mr. H. Hilton I count on your integrity and as a man of honor I should thank as you will not regret it, do me no harm if you don't do me any good, well in this opportunity I hope you will keep your word please send what belong to us through the hand of that nice young man who came down with us at the Central Depot it is only 2 or 3 days journey We will pay his expenses and what is due to him. Telegraph me a word before he leave and we will go down to Bonaventure Station to meet him (or through American with pleasure expresse) let me hear a word from you this week if possible if you want us to do any more business with you it's by keeping good friends in our country that you will succeed to make more money I know good many who would like to come if they could hear good news from a good party who knows you well no body knows anything yet only you and my friend tire that up please and do me justice if you do not settle the matter nicely it has to be settled some other way because you got great many enemies in Verchere and in good many other places too. They want to go up in crowd in the State where they have relations and friends and work up in matter they put you no trouble and a great deal more than you think don't take anything from me in that it's only a caution given to you I know you like honor and you will kindly settle with me."

Western Exhibits at Toronto.

Nothing could more impress the visitor to the fair with the great fertility of Manitoba, the Territories and British Columbia, than the magnificent exhibit of cereals and farm products made by the Canadian Pacific railway in its own pavilion. There are over 1,000 samples of grain from the different sections of Manitoba and the Territories. From Alberta and Moosomin, Assa. are sheaves of golden wheat, oats and barley. These are placed on the top of a big stand in the centre of the building. There are also shown grasses, peas and wild vetch on the stand. On the stand's top shelf are vegetables from Moosomin, and the big beets, turnips, carrots, green corn and citrons were constant sources of astonishment to visitors. The cauliflower and cabbages from Moosomin are unusually good. A special box just from Moosomin, in which was wheat, oats and barley, peas, beans and potatoes, was an interesting feature. A number of samples of wheat, barley, oats and peas of this year's crops from Moosomin are convincing evidence that the farmers in that district have shared the general good fortune of the country in regard to excellence of yield. The samples of Manitoba wheat were awarded first prize against the world at the "Millers' Exposition" in London, England, last year. There are nearly 200 samples shown in this part of the exhibit in fancy French blown bottles. But the Calgary grain is even better. J. J. Haslett, C.P.R. immigration agent in England, wrote: "The sample referred to is one I picked out from among the collection which we received through J. G. Fitzgerald from Calgary last fall. As you see by the report, had we entered for competition we would undoubtedly have won the prize with the Calgary grain."

From British Columbia is shown a fine exhibit of fruit. There are strawberries the size of potatoes and plums the size of turnips; apples, red and black currants, gooseberries, red and black cherries, grapes, apricots and other fruits. People examined the specimens with much interest. Moosomin was represented in the fruit line by wild red currants and wild raspberries.

Around the walls of the building are shown different varieties of grass from five to seven feet in length; wild timothy, blue top and bunch grass, from one and a half inches to four feet in length.

At the further end of the pavilion are shown two specimens of Calgary's soft sandstone, which is secured from quarries a short distance from the town. Chips of the stone, when first quarried, can be rubbed into powder with the fingers, but a few weeks' exposure will make it as hard as a flint. It is shipped as far east as Winnipeg now. Samples of soft coal mined under the town of Edmonton, and pieces of hard coal, secured 50 miles west of Calgary, are in the front of the building. The last named specimen is equal to the best Pennsylvania hard coal. D. L. Caven, C.P.R. colonization agent, Toronto; H. Douglas, Calgary; Dr. L. D. Keown and O. Neff, Moosomin, are in charge of the building.—*Empire*.

Vancouver passed the \$300,000 bonus to the Northern Pacific on Saturday.

The River.

A glimpse of the river. It glimmers
Through the stems of the beeches;
Through the screen of the willows it shimmers
In long winding reaches;
Flowing so softly that scarcely
It seems to be flowing.
But the tents of the low little islands
Are bent to its going;
And soft as the breath of a sleeper
Its heaving and sighing,
In the cover where the sweets of the lilies
At anchor are lying,
It looks as if fallen asleep
In the lap of the meadows, and smiling
Like a child in the grass, dreaming deep
Of the flowers and their golden beguiling.

A glimpse of the river! It gloms
Underneath the black arches,
Across it the broad shadow looms,
And the eager crowd marches;
Where, washing the feet of the city,
Strong and swift it is flowing,
On its bosom the ships of the nations
Are coming and going,
Heavy laden, it labors and spends,
In a great strain of duty,
The power that was gathered and nursed
In the calm and the beauty,
Like thee, noble river, like thee,
Let our lives in beginning and ending,
Fair in their gathering be,
And great in the time of their spending.

—Ira Craig.

The Crossing of the Great Divide

The following description of the Rockies from *The Canadian Guide Book* is by Ernest Ingersoll at one time naturalist with the Hayden survey in the west. It is well worth reading:

"The Bow river, fed by all these stores of snow, flows swiftly alongside the railway, which is laid closely upon its crooked banks, the varying course giving magnificent views in every position of hundreds of mountain tops, some rising like pyramids, others rounded and others in scarred and seamed walls of solid rock. A short distance beyond Laggan we cross the river and bid farewell to the valley that has stood us so well as a route into the heart of the mountains.

A small tributary from the southwest, called Moore's Creek, flows into the Bow and after sundry preliminary twistings the railway avails itself of this stream to ascend towards the pass over the great Divide. Enormous peaks guard the entrance, for the railway seeks the lowest point to cross the range, and the locomotive labors heavily in pulling the train up the grade. Through a forest of burned timber—the scorched trunks of trees lying in every direction, with many denuded masts still standing straight—the railway enters the Kicking horse Pass. The surface is strewn with pebbles and boulders. The snorts and puffs of the straining locomotive reverberate from the mountains high above us. A little stream that one might step across is all that is left of the creek. As the summit is reached, the gradient comes to a level, and right at the top we find a lake in a narrow and desolate valley. This is the highest point on the C. P. R., 5,300 feet above sea level. On the border of the lake is a post marking the Provincial boundary line between British Columbia and Alberta and a side track called Stephen station.

In making this ascent there is little to indicate the steepness of the grade, much less suggest any cause for fear: but a powerful extra locomotive is attached at the foot of the pass to assist us over. The railway attempts no acrobatic feats in climbing the gorge. Once, indeed, it leaps the cataracts pouring through a short

canyon; but then the extraordinary beauty of the emerald-and-white water tossed from side to side of the deep and gloomy chasm, the circle of snowy heights above, the broad overlook of frosted foot-hills down the pass, so enchant the eye as to make the most nervous one forget his timidity. What room is there for any feeling save awe and wondering admiration at such a picture as the eye receives here, when we attain to higher and higher standpoints, and rank beyond rank of purple and crimson peaks, clothed in snow and studded with ice, rise into our ken across a broad, rolling interval of forest and crag?

Behold these two in which the range culminates—The Cathedral and Mount Stephen: They stand upon the left or northern side of the pass. The former first and a moment later the latter—named in honor of Sir George Stephen, Bart., first president of the C. P. R., and in turn supplying him with the title of his peerage when he was made Lord Mount Stephen in 1891. The Cathedral is poised upon a vast hill-top, as it were, of fallen debris, which has buried the base of the crags under long brown slopes; but far above these slopes—far above the last mishapen spruce—buttressed by cliffs, beneath which the clouds form their long flight plainsward, stands the mighty summit whose partial ruin has left it gloriously picturesque in wall, spire, pinnacle and crumbling battlement. No wonder the *London Times* compares it to the Duomo of Milan.

The height of Cathedral peak is 10,254 feet, according to C. T. Klotz, a Dominion surveyor who climbed many of these peaks in 1886. It can be ascended by going up a creek at its eastern base not less than five miles, after which one can get up the rear side. The base of the great cliffs in front can more easily be reached, and the effort will be well rewarded. The proper way is to go up the track west of Hector about 100 yards beyond the bridge, turn to the left, cross the creek and go along the tote-road half a mile, and strike through the woods and up one of the sides. In some places the cliffs themselves may be climbed up for several hundred feet to a point away above the woods. The view, according to Prof. Macoun, is well worth this trouble. The mountain opposite the Cathedral, north of Hector, rises very steeply from Kicking Horse lake to the Waputick heights. It looks unscalable: but by going up a conspicuous side to where the cliffs begin and then by ascending these by a careful scramble, a slope of loose cliffs is reached over which the top can be gained. The last few 100 feet must be overcome by walking to the left and getting around somewhat to the rear. A goat-path can be traced from the margin of the lake to the very top. The view is described as exceedingly interesting and quite different from that from the Cathedral.

We swing slowly around the base of the Cathedral, finding some new arch, toppling spire or shining pediment of snow with every advancing step; and passing underneath the cliffs behind it open to view an amphitheatre of snow, almost filling a half circle of peaks in its rear. One horn of this crescent is the Cathedral itself; the other (in advance) is Mount Stephen, mounted upon a Titanic pedestal whose pier-like masonry rises 2,000 or 3,000 feet almost sheer above the railway.

Mount Stephen is as noble as the central spire of the Rockies ought to be. It dominates the clustered heights above it, and can be seen from far and near, but the best view is from the east. The stratification of its rocks is nearly

level, and on this side it resembles a prodigious pyramid cloven in half, poised far aloft where the clouds pay homage at its base, and where the blue sky itself seems hardly to clear its apex. So precipitous is the peak that it shows a naked face of black rock: near to the top, marked only by lines of strata ledges, indicating the courses that built it up; and sweeping backward from this terrific precipice brink lie wide fields of unblemished snow, the abode of eternal silence and solitude, in the midst of which a glacier descends from unknown beginnings to the brink of a cliff 2,000 feet in height. Sliding steadily forward, great masses continually crack off and drop, leaving exposed, and within plain sight from the cars in favorable weather, a solid front of blue ice, whence the sunlight is thrown down in prismatic reflections.

The altitude of Mount Stephens is 10,523 feet above the sea, or 5,323 feet above the railway. Though not quite the highest, it is the most conspicuous and imposing of the mountains in the main range, particularly as seen from the west.

Down from the amphitheatre behind Mount Stephen comes tumbling a torrent, flashing through the funereal spruces and ringing upon the polished rocks. It seems not only to be fed by the meltings of the snow, but actually to be filled with it, so white is the water; but when a stream is falling vertically quite as fast as it moves forward, one must expect sparkling crystals rather than gliding fluid. Just below the line it receives the little stream trickling westward out of the lake in the pass; and thus springs romantically into being the Wapta or Kicking-horse River, whose name, given to this pass through the Rockies, has already become a familiar word to the English world. Thus is reached the summit of the Rocky mountains—the backbone of the continent."

Our Great Northwest.

From the *Ottawa Citizen*.

Those who live in hope may die in despair, and it is possible that many who after the completion of the Canadian Pacific Railway in 1886 heard the predictions of the late Sir John Macdonald and of Sir Charles Tupper concerning the rapidity with which the Northwest would fill up may have experienced deep disappointment at the slow progress of that movement. But the sanguine belief of those great statesmen in the certain destiny of our new territories was based upon great and substantial facts, and though there may be delay in the fulfilment of their prophecies the time cannot be long postponed when immigrants will pour into those broad and magnificent regions, whose capabilities call forth the admiration and praise of all who visit them. The Red River valley with its seven thousand square miles of the best wheat-growing land in the world, the park-like and undulating plateau which borders on the international boundary line and includes the Qu'Appelle and Assiniboine districts, the grazing country east of the Rocky mountains—where can there be found anything to compare with these for soil, climate and resources? They are destined to become the home of millions of happy and prosperous people.

CANADIAN PACIFIC RY.

THROUGH TIME TABLE—EAST AND WEST.

Table with columns: Read Down, STATIONS, Read Up. Rows include Victoria, Vancouver, Westminster, North Bend, Kamloops, Donald, Banff Hot Springs, Calgary, Medicine Hat, Dunmore, Regina, Virden (Local), Brandon, Portage la Prairie, Winnipeg.

Table with columns: Read Down, STATIONS, Read Up. Rows include Winnipeg, Greta, Fargo, Duluth, Minneapolis, St. Paul, DeWinnipeg, Selkirk East, Rat Portage, Fort William, Port Arthur, Schreiber, North Bay, Toronto, Hamilton, Niagara Falls, London, St. Thomas, Detroit, North Bay, Carlton Jct., Prescott, Ottawa, Montreal, Quebec, New York N.Y., Boston & N.E., St. John, Halifax.

Table with columns: J, K, BRANCH LINES, J, K. Rows include Winnipeg Ar., Morden, Pilot Mound, Ar. Deloraine, Winnipeg Ar., Emerson, Winnipeg Ar., West Selkirk, Winnipeg Ar., Carman, Holland, Glenboro, Methven, Winnipeg Ar., Stony Mountain, Stonewall.

Table with columns: J, K, BRANCH LINES, J, K. Rows include Winnipeg Ar., Morden, Pilot Mound, Ar. Deloraine, Winnipeg Ar., Emerson, Winnipeg Ar., West Selkirk, Winnipeg Ar., Carman, Holland, Glenboro, Methven, Winnipeg Ar., Stony Mountain, Stonewall.

Table with columns: J, K, BRANCH LINES, J, K. Rows include Winnipeg Ar., Emerson, Winnipeg Ar., West Selkirk, Winnipeg Ar., Carman, Holland, Glenboro, Methven, Winnipeg Ar., Stony Mountain, Stonewall.

Table with columns: J, K, BRANCH LINES, J, K. Rows include Winnipeg Ar., Emerson, Winnipeg Ar., West Selkirk, Winnipeg Ar., Carman, Holland, Glenboro, Methven, Winnipeg Ar., Stony Mountain, Stonewall.

Table with columns: Tues. & Sat., Thurs. Rows include Regina, Saskatoon, Duck Lake, Prince Albert.

Table with columns: Mon. & Wed., Thurs. & Friday. Rows include Calgary, Edmonton.

Table with columns: Mon. & Wed., Thurs. & Friday. Rows include Calgary, Edmonton.

REFERENCES: A. Daily, B. daily except Sunday, C. daily except Monday, D. daily except Tuesday, E. daily except Wednesday, F. daily except Thursday, G. daily except Friday, H. daily except Saturday and Sunday, I. Tuesdays and Fridays, J. Mondays, Wednesdays and Fridays, K. Tuesdays, Thursdays and Saturdays. CONNECTIONS: Victoria—Steamers for Puget Sound, Alaska, San Francisco and Southern California Ports. Vancouver—With steamers for Puget Sound, Victoria and with C.P.R. steamships for China and Japan.

NORTHERN PACIFIC R.R. TIME CARD.

Taking effect on Sunday, April 3rd, 1892. (Central or 90th Meridian Time.)

Table with columns: North Bound, South Bound, STATIONS. Rows include Winnipeg, Portage Junction, St. Norbert, Cartier, St. Agathe, Union Point, Silver Plains, Morris, St. Jean, Letellier, Emerson, Pembina, Grand Forks, Winnipeg Junction, Minneapolis, St. Paul, Chicago.

MORRIS-BRANDON BRANCH.

Table with columns: East Bound, West Bound, STATIONS. Rows include Winnipeg, Morris, Lowe Farm, Myrtle, Roland, Rosebank, Miami, Deerwood, Altamont, Semerret, Swan Lake, Indian Springs, Mariapolis, Greenway, Balder, Belmont, Hillton, Ashdown, Wawanesa, Rounthwaite, Martinville, Brandon.

West-bound Passenger Trains stop at Belmont for meals

PORTAGE LA PRAIRIE BRANCH.

Table with columns: East Bound, West Bound, STATIONS. Rows include Winnipeg, Portage Junction, St. Charles, Headingley, White Plains, Eustace, Oakville, Portage la Prairie.

Passengers will be carried on all regular freight trains.

Fullman Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.

Connection at Winnipeg Junction with two Vestibuled through trains daily for all points in Montana, Washington, British Columbia, Oregon and California; also close connection at Chicago with eastern lines.

CHAS. S. FEE, H. SWINFORD, G. P. & T. A., St. Paul. General Agt., Winnipeg. H. J. BELCH, Ticket Agent, 463 Main St., Winnipeg.

Manitoba and Northwestern R'y Co.

Time Card. Taking Effect Monday, April 6th, 1891.

Regular passenger trains run as follows: WESTBOUND

Leave Winnipeg at 11.00. Tuesday, Thursday and Saturday for Portage la Prairie, Rapid City, Yorkton and intermediate stations.

NOTE—A mixed train for Russell makes close connection at Binscarth on Tuesday and Thursday. EASTBOUND.

Leave Yorkton Monday, Wednesday and Friday at 5.05. NOTE—A mixed train leaves Russell at 7 on Wednesday and Friday and makes connection at Binscarth with train for Winnipeg.

Leave Rapid City on Mondays, Wednesdays and Fridays at 10.10

Regular eastbound passenger trains make a close connection at Portage la Prairie with Canadian Pacific westbound trains, and at Winnipeg with the eastbound trains of that Company.

Table with columns: Miles from Winnipeg, STATIONS, Monday, Wednesday, Friday, Tuesday, Thursday, Saturday. Rows include Winnipeg, Portage la Prairie, Gladstone, Neepawa, Minnedosa, Rapid City, Shoal Lake, Hirtle, Binscarth, Langenburg, Yorkton.

Meals. Trains stop at stations between Portage la Prairie and Winnipeg only when signalled, or when there are passengers to alight. W. R. HARER, Gen. Super't. A. McDONALD, Asst.-Gen. Pass. Agent

Alberta Ry. & Coal Co. and Great Falls & Canada Ry. Co.

CONDENSED JOINT TIME TABLE

Read Up. In Effect September 1st, 1892 Read Down

Table with columns: Going South, STATION, No. 5, No. 6, Going North. Rows include Great Falls, Vaughan, Steel, Collins, Pondera, Conrad, Shelby Junction, Rocky Springs, Kerrin, Sweet Grass, Coetta, Milk River, Brunton, Sterling, Lethbridge.

Going West.

Table with columns: STATIONS, No. 2, No. 3, No. 1. Rows include Dunmore, Grassy Lake, Lethbridge.

Meals. Through trains leave Great Falls, Sunday, Tuesday and Thursday, at 11 p.m. Through trains leave Lethbridge, Monday, Wednesday and Friday, at 7 a.m. N.B.—Passengers to and from Hallsport, Bonner's Ferry, Spokane, etc., will note that close daily connections are made with Great Northern Railway at Shelby Junction. E. T. GALT, W. D. BAILEY, H. MARTIN, Gen. Manager. Gen. Super't. Gen. Traffic Agent

British Columbia

An Indian Gathering.

A convocation of the Indians of Kamloops district is being held the last of September. The bands taking part in it are the Spallmucheon, Shuwap, Okanagan, Thompson, Lytton, North Bend, some from Nicola, and part of the Squamish band from the coast. It is expected that 500 to 600 Indians will be present. Several Indian bands of music are also coming. The Indians will begin to arrive on Sept. 26, and on the 28th the gathering will open and continue till Monday October 3. A series of sermons and religious instruction will be given, and the Rt. Rev. Bishop, assisted by some priests from the coast and the resident priests, will conduct the services. It is not intended to make elaborate representations of religious scenes by tableau, as was done at the Mission gathering. It will be an interesting period for the Indians as well as the white people who may attend.—*Columbian*.

A Bit of Early History.

Rev. E. Robson recently delivered a lecture in one of the coast cities on "Early days in British Columbia," in aid of the sufferers from the St. John's fire. The lecture was a most interesting one. Below is a short outline of its main points:—

After rapidly touching upon Capt. Vancouver and the early navigators, the lecturer stated that the first people to come to the province to settle were the Hudson Bay Company's employees. He referred to the trip made by Simon Fraser—the father of the Fraser River—who made a trip across the Rockies in 1805 to endeavor to enter into trade with the Indians for furs. Coming down to 1828, he related how the Hudson Bay Company established the first agricultural settlement on the Fraser, at Fort Langley, and proceeded to give a number of interesting and comical anecdotes about people he met with after his own arrival in the country in 1859, and incidents connected with his trips about the country. Sir James Douglas, Col. Moody, John McLean, and other personages were mentioned in the narrative. The miners, their work and customs, were graphically depicted, with the perils they encountered among the Indians while making the trip in "Fraser coffins" from Victoria to the Upper Fraser, and the first settlement of Richmond, Sumas, Chilliwack and other places were spoken of, the lecturer being the first person to conduct a religious service at Chilliwack. A fine description of a sunrise, in the valley of the Fraser, as seen from a mountain side, closed this most interesting lecture.

Squamish Valley Hops.

There are now on exhibition in the window of Messrs. Shanton & McLachlan's office on Hastings street, Vancouver, a fine cluster of hops, which were grown at the ranch of the Squamish Valley Hop Raising Company. T. H. Potter, the manager of the Company, in-

formed a representative of the *News-Advertiser* recently that the result of the first year's operations of the Company was as great a surprise to himself as to the other members of the Company. He has been for the last eight years engaged in this industry in the Payallup Valley, and he never saw such fine hops there. These were only planted on May 5th last, and would average 300 lbs. to the acre, while in the Eastern States the yield for the first year was very small, and at the best the average yield was only 500 lbs. to the acre. The Company have only 1½ acres under cultivation this year and will not pick them, as it would not pay for the erection of a kiln, but they are clearing land as fast as possible, and expect to have 20 acres ready for planting next spring. Mr. Potter is sanguine as to the success of the Company and the suitability of the land for this purpose.

Another Sealer Captured.

The following amusing account of the chase and capture of a British Columbia sealer comes from a coast paper:

"The Russian seizures around Copper Island and the efforts of different schooners to avoid the cutters, while very serious matters, are not without their amusing features. The E. B. Marvin, after being warned of the first seizures, of course sought to give the tip to all the schooners working around the island. On August 5 the W. P. Hall, Capt. Brown, was sighted, and Capt. Clarence Cox headed the Marvin straight for her. The Marvin looked big and evidently frightened old Capt. Brown, who set all sail and took to his heels. Capt. Cox thought that was funny, but soon understood the situation. He, too, hoisted all sail and a chase began. The Marvin gained right along, but her signals to stop were unanswered by the Hall. Finally a bright idea struck Capt. Cox. He had his old brass cannon brought forward, and filling it half full of powder fired. The poor old Nova Scotian, fearing he was to be shot to pieces, immediately hove to, dropped all sail and awaited his capture. One would imagine that he would have been mad when he discovered his mistake, but on the contrary he was tickled all over."

Notes.

The Toronto Milling Company are building a lumber mill at Sydney.

A bridge is to be built over the Squamish River at its confluence with Nanquam.

What is expected to be the largest gathering of Christianized Indians ever held in British Columbia is to be held shortly at Kamloops.

The Empress of India, due on October the 1st, has 275 passengers and a good cargo, consisting of 540,000 pounds of silk, 1900 tons of coast cargo and 600 for the East.

The Pemberton meadows district, which has been opened up by the extension of the trail from Squamish, contains some of the choicest land in British Columbia.

Reports from British Columbia state that Indians have interfered with operations on the Kootenay reclamation works, claiming that the company have trespassed on their gardens

and cultivated lands. Armed resistance has been threatened unless the company stop work.

The meteorological report taken at the Experimental farm, Agassiz, for the week ending Sept. 10th, shows the highest temperature to have been on Saturday last, 90°, and the lowest on Sunday, 4th inst., 45°. The rainfall for the week amounting to 6.4 inches, and the sunshine to 47 hrs 48 mins.

S. H. Mershon, of Mershon and Timberlake, has been appointed Deputy American Consul at Vancouver. Mr. Mershon is senior member of the firm of Mershon & Timberlake.

After making elaborate preparations for a trip to the south Pacific sealing grounds the owner of the schooner Libbie, a sealer, gave it up for the present. The trip is costly and attended by a good many risks.

Arrangements are being made by two gentlemen from Okanagan to open out a pork packing establishment in New Westminster. They will purchase their stock in the interior and will dry-salt, smoke hams and bacon, and manufacture sausages, mince-meat and bolognas. As soon as suitable premises are obtained a plant will be put in, and operations commenced.

The debentures of the municipality of North Vancouver have been withdrawn from the market, and contractors on the new road from the North Arm of Burrard Inlet to Howe Sound have stopped work on the chances of getting more money. The roads and bridges are nearly completed and would have cost \$5,000. The contractors have got about 75 per cent. in progress estimates.

Westminster *Columbian*: "The Russians have committed further outrages in the neighborhood of Copper Island, in the North Pacific. The schooner W. P. Sayward arrived at Victoria and reported that three of the schooner's hunting boats, with the nine men occupying them, had been seized by the Russian cutters. The schooner escaped by running away before a smart breeze."

The Vancouver *News-Advertiser* says: "The Dominion Publishing Company of this city have just completed their large map of the Province, on which they have been engaged for some months past. The map is drawn on a large scale, measuring 65 by 53 inches, and thus all the places in the Province will be distinctly shown. There are also several illustrations around the map, as well as a large amount of statistical and other information, and in the framework the map measures seven by six feet."

There is a prospect that a brisk trade will hereafter be done in British Columbia white salmon, a fish which has hitherto been considered valueless. The firm of Bergoff & Son have been operating during the present season on both the Fraser and the Skeena rivers, freezing and preparing these fish by a special secret process for export. The fish are first frozen, then slightly salted and finally after undergoing this special treatment are packed in large casks for shipment. It is claimed that under this treatment the fish can be preserved in any climate in the very best quality. Somewhere about 150,000 lbs will this year be shipped to Spain and Italy.

The Hudson's Bay Route.

The following letter written by Joseph Nelson has been given wide publicity both in the old country and Canada, appearing first in the London, England, *Standard* :

Sir,—By the recent legislation of the United States in regard to canal navigation, attention is being directed to its effect upon the grain producers of the Northwest and the Dominion of Canada, and although the completion of the canal, on the Canadian side of the Sault St. Marie will, in a great measure, remove the difficulty, it is advisable to have an alternative route through Canadian territory.

It is well known that the rapid development of the Northwest Territory is taxing to the utmost the capabilities of the Canadian Pacific railway over the line between Winnipeg and Port Arthur, a distance of five hundred miles—between Winnipeg and the Rocky Mountains, a distance of one thousand miles, there are eleven branches or feeders, of an aggregate length of about one thousand five hundred miles, running into and joining the main line. The outlet for all this accumulation of traffic has to find its way over the single line of railway from Winnipeg to Port Arthur, but were this portion of the line doubled it would soon become inadequate to the requirements of what is fast becoming one of the greatest grain producing countries in North America.

What the farmers of the North-west are advocating, and to which they are pledged to give their substantial aid, is the construction of a railway which will give them the shortest and cheapest route to the English market for the sale of their produce: this can be achieved by the construction of the Hudson's Bay railway. The line authorized by Parliament follows the Valley of the Nelson River for some three hundred miles, and then runs with one arm through the province of Manitoba to Winnipeg, and with the other through the territory of Saskatchewan to Regina, the capital of Assiniboia, altogether a length of about eight hundred and fifty miles.

The Nelson River is one of the three largest rivers in North America, embracing within its area by its lakes and tributary streams eleven degrees of latitude, comprising the whole of the wheat producing country of the Northwest.

Port Nelson is nearer to Liverpool than Montreal by about one hundred miles, and the navigation of Hudson's Bay is practically open for as long a period during the year as the Gulf of St. Lawrence. Taking Regina as the centre of the great wheat producing region at the present time, Port Nelson is about equally distant with Port Arthur on Lake Superior, so that, without counting the immense advantage of direct shipment from Port Nelson, there is a saving of one thousand miles over the route by Port Arthur and Montreal to Liverpool. The farmers of the Northwest estimate the saving in the carriage of grain via Port Nelson as equal to three dollars an acre.

The navigation of Hudson's Bay was long held in bad repute, like the land of the Northwest Territory. The resident Governor of the Hudson's Bay Company, Sir George Simpson, told the Select Committee of the House of Commons in 1857, "that the land was

unfitted for colonization, that the company had tried the cultivation of wheat and had failed, that it was only necessary to dig a few inches into the ground to find eternal frost, that he had paddled his canoe over the houses of the settlers at Fort Garry", now the handsome city of Winnipeg, with its stately building, great railway centre, and thirty thousand inhabitants—but a small portion of the country adjacent thereto, producing last year upwards of twenty millions of bushels of wheat, claimed to be in great part the finest in the world.

Beyond the territories of Saskatchewan and Alberta there is to the north and west the Great Mackenzie Basin, upon which a committee of the Senate of the Dominion have recently taken evidence, and reported that the Mackenzie Basin, embraces hundreds of thousands of square miles suitable for the growth of wheat and other cereals, and contains what is probably the largest petroleum field in the known world; that the territory fitted for settlements is as large as two thirds of Europe, and capable of maintaining as great a population. Port Nelson and Port Churchill in Hudson's Bay, are the shortest and natural outlets to this immense region.

JOSEPH NELSON,

National Liberal Club, Whitehall Place,
August 24.

Literary Notes.

The October issue of *Waghorn's Guide* is out and contains all the alterations and changes in railway time cards and steamboat sailings to date. The names of several new post offices opened and changes are given, and the usual budget of useful information.

In response to a frequently expressed wish on the part of leading Manitoba and Northwest farmers and stock breeders, and believing the time to be fully ripe for such a step in advance, that always progressive monthly paper, the *Farmer's Advocate*, Winnipeg, will after January 1st next visit the homes of its readers twice every month. New type and other valuable new features are promised, and the price remains unchanged.

We have received from the publishers of *The Weekly Empire* an advance copy of the premium which they are giving away to their subscribers for the coming year. It is a reproduction in photo gravure of the picture presented to Sir John Thompson last session by the Conservative members of the House of Commons. Its dimensions are 3 feet 6 inches by 2 feet 4 inches, and is the best specimen of art in photographic effect that we have seen. This magnificent picture is intended for framing, and well set it will be highly esteemed in the Conservative homes of Canada. *The Weekly Empire* people declare their intention of invading every family circle in the Dominion where Conservative principles are inculcated, and to gain this end they are accustomed year after year to extend their circulation by introducing their paper upon new ground in the company of a handsome premium. The original picture cost over \$50,000.00, and small photographic copies cannot be purchased for less than \$1. How *The Weekly Empire* can afford to give it gratis to every \$1 a year subscriber is simply one of the wonders

of successful journalism. The central group in cabinet size photographs comprises the members of the Dominion Cabinet. The most prominent position is, of course, assigned to Sir John Abbott. The photographs are excellent likenesses, and reproduce the features of each member in every detail. Grouped around are the representatives from each province in photographs of ordinary size. Each picture is numbered and a key is printed at the bottom of the picture, giving the names and constituency of each member.

Very well informed people have but little conception of the ten great railways, whose network of rails covers the United States—several of them have a length of more than ten thousand miles each. How these systems came to exist in their present vast dimensions, the territory which they cover, the causes which have led to their development, and their future possibilities and probabilities, will form the subject of a series of papers which will appear in the *Cosmopolitan Magazine*. The first of this series is by President Plant, the head of the extensive Plant system of railways and steamers, and appears in the October issue of the *Cosmopolitan*, covering the system of railways east of the Alleghenies and south of the Potomac.

If it were possible to shut all the strong interest of the month between the light covers of a monthly magazine, the October *Cosmopolitan* would do it. As usual, the illustrations are more numerous and varied in character than those of the other leading magazines; the articles are as short and as much to the point as is consistent with literary finish; and one has the sense of a vigorous and newly-appreciative grasp even of subjects which in themselves are familiar. Perhaps this quality of vigor and freshness is most conspicuously displayed in the three articles contributed by Henry Cabot Lodge, John A. Cockerill and Murat Halstead, of which the themes are, respectively, "As to Certain Accepted Heroes," "Phases of Contemporary Journalism," and "Liberal Tendencies in Europe." In these, we venture to say, the reader will find new thought, in phrase that cuts its way and insists on being quoted. But, after all, this strong individuality is noticed throughout the whole number, in about the degree which the public have learned to expect.

The leading paper reviews the art work of Munich; and other foreign subjects are brought home (with the winning suggestion that one may travel most comfortably in a library chair, without luggage and without foreign tongues) in the articles which give intimate views of society in southern Spain and in Persia. The intense practical interest of home things will be found in Nathaniel Taylor's article on "An Old Southern School," and President H. B. Plant's article. Other contributors are Thomas Wentworth Higginson, D. B. St. John Roosa, Louise Chandler Moulton, Charles F. Lummis, Edgar Fawcett, John Vance Cheney and Jonathan Sturges. Boyesen's "Social Strugglers," the first part of which attracted such wide interest in the September number, is continued in several attractive chapters.

The hay and clover harvests of Germany were excellent.

The Journey of Death.

"JORNADA DEL MUERTO."

For those who have not yet forgotten the geography in use in our schools in the early sixties, or even before the war, I will call to remembrance the great tract then known as the American Desert, said to be inhabited by numerous tribes of Indians. That tract of land is now what might be called the "Lost Desert." Thriving towns and even cities have almost miraculously appeared, where only a few years ago the brave frontiersman kept keen eye and cool nerve in a struggle for existence against the cruel aboriginal. Following down the Great Divide far to the southward for many days' journey in New Mexico, we arrived at the little village of El Parage del Fra Cristobal. Here is the peaceful flowing muddy stream of world-wide celebrity, the Rio Grande, and beyond is the gloomy *Jornada del Muerto* or Journey of Death. This is a tract of desert plain had south of Fort Craig and north of Fort Selden, New Mexico, nearly 100 miles long. It is bounded on the east by the distant Sierra Blanca Mountains, and on the west by the Sierra Caballe and Sierra de Frey Christobal. For seventy-five miles it is devoid of wood, water and grass. A veritable "deadly way" it used to be, and on its flat surface the Indians in the mountains could easily discover a train or party of immigrants, and plan to intercept or capture them with little, if any, danger to themselves. For the white men there was no possible chance of escape. The Apaches never take prisoners except for purposes of terrible torture, unless we except the fate of women and children.

There used to be three halting places on this desert in the old times of stages and mail wagons, called the "Aleman," "Waterholes" ("Laguna del Muerto"), and "Point of Rocks." The last and most southerly was the most dangerous and the most dreaded. The water holes, after a rainy season, sometimes held a little water, and the "Aleman," the northern halting place, was once inhabited by a German family, who dug a well and built a cabin, but they were all massacred by Indians and the well filled up. A lonely, terrible journey it used to be, as its name suggests, and on its road side could be seen the graves of many a poor traveler who had been murdered by Indians and buried later by succeeding travelers.

I started from Fort Craig, one afternoon, to cross the Jornada—the only passenger in the mail coach. We had no conductor, so that the driver and myself were quite alone.

In front of us rode, on a spring wagon, a guard or escort of colored soldiers. After crossing the Rio Grande, below Fort Craig, I noticed the driver was getting more and more under the influence of liquor, and a full bottle of some vile compound from the post trader which he had purchased just before starting did not seem to promise well for any chance of his return to sobriety. To my dismay, the colored escort kept far in advance, and the distance between their wagon and ours was momentarily increasing. Once I thought I would hail them and request their non-commissioned officer in charge to stay nearer the stage. The driving of our stage became more and more careless, and after an

hour or two of this misery, a shower came up accompanied by thunder and lightning. The mules behaved badly, and when at last a sharp squall struck us, they turned suddenly to the left, and in spite of the clumsy efforts of the driver to restrain them, broke the tongue of the stage short off, and not till then would they come to a standstill. The last I had seen of the escort, they were huddled together with their blankets over their heads, to keep off the rain, and after the mules had quieted down I looked up for them, but they were then nearly out of sight. I fired my pistol several times to attract their attention, but they neither halted or looked around. The situation was gloomy in the extreme. I was practically alone on the terrible Jornada, and in the condition best suited to attract Indians, i. e., in distress, with a large target in the shape of the stage to attract attention. My escort was worthless, and my only companion in the shape of a human being was now sound asleep. I soon jumped out and unharnessed the mules, hitching one to each wheel, and having succeeded in capturing and demolishing the cursed whisky bottle and what remained of its contents, I went to work to try to repair the damage received by the stage. A rope being at hand, I tried to splice, first tying one end to the axle and then to the end of the tongue, and then trying to splice the broken portions together. I kept my eyes well open and feared that I should soon be another victim for Apache cruelty. Looking up in the midst of my work, I saw, to my horror some figures approaching from a direction which did not suggest the road. I tried to rouse the stupid and worthless driver, but all my efforts failed, and even the words: "The Indians are coming," seemed to have no terror for him. I got in and carefully loaded my only revolver, determined to die bravely and also determined never to be taken alive. Anxiously I watched the bold advance of the enemy, who approached without any caution, and I accounted for this in believing that they knew how weak our party must be and feared not to approach. A turn in their course and a rising of the ground disclosed to my eye the waving of a cape. No, it must be a blanket! No, it is a cape! They are soldiers! And I sprang out, and in my youthful joy and gratitude ran forward to meet them, and ready to weep at my deliverance. The newcomers were of the regular army; a cavalry officer and trooper crossing the lonely Jornada to their post, Fort McRae—established by Captain Grant in 1863—a little off the road to the right of the Point of Rocks, not far from the celebrated *ojo del muerto* or spring of death. How glad I was to see them, and they, when the stage first came into their sight, had hastened on, wondering what had happened. The escort had not turned back, but my new found friends took hold and repaired the broken tongue, and as the driver came to his senses he got a precious sharp lesson from the officer for his miserable conduct. We started again on our journey, and at Water Holes found our escort calmly waiting for us. When we reached Fort Selden, the non-commissioned officer lost his stripes for neglect of duty, I believe, and so the experience on the Jornada was ended much more satisfactorily than it promised at its beginning.

—W. T. PARKER.

Maverick Bill.

THE RISE AND FALL OF A WESTERN CATTLE TRUST.

Over the Range the Sun is setting,
Lending the hills a ruddy glow;
He is lost to sight, and the darkness gathers—
Over the Range we all must go.

The first cattle trust ever known in the West was organized by Maverick Bill, with a capital stock of one Texas cow, a bulld-faced broncho and a corporate seal. The seal, instead of being impressed upon the certificates of stock, was first heated and then impressed upon the stock itself.

The officers of the trust were Maverick Bill, president, vice-president, secretary, treasurer, general manager and board of directors.

The aims and objects of the organization were to stamp the letters M.B. on all cattle that were roaming around without any trade mark or hieroglyphic to indicate to whom they belonged. It is unnecessary to say that the stockmen were opposed to the movement, but it flourished, nevertheless, and as the property of the trust increased and multiplied, there was corresponding falling off in the census of the herds ranging in that locality.

The propagators of Pollock-Angus, and other stock which was not on the poll books, became alarmed at the proportions attained by this giant monopoly and determined to crush it. Yet no one seemed to be willing to take the initiative, for it must be confessed that the president and his self-cooking articles of incorporation were regarded with a mingled feeling of fear and respect in the community.

The people had a delicacy in speaking to Bill about the numerous progeny of one poor, friendless Texas cow. He was such a sensitive and impulsive man that people hesitated about wounding his sensibilities or aggravating his impulsiveness. One man spoke to him about it, but received such an unsatisfactory reply that he never spoke to Bill again. He quit speaking to people altogether.

About that time, a rival organization sprang up in the community. It was known as the Anti-Trust Slip-Knot Society. It was organized in the dark of the moon, and had its headquarters under a large pine tree, with a stout limb suspiciously near the ground.

A temporary set of rules, originating with that distinguished Western jurist, Judge Lynch, was adopted to govern all meetings of this rival society.

The A-T-S-K Society got up an impromptu midnight school at headquarters, at which Maverick Bill was the guest and orator of the evening. It was one of those little social gatherings so prevalent in the West, where the rules of etiquette are reversed, so that, instead of there being one host and twenty guests, there are usually about twenty hosts and rarely more than one guest. Western people are nothing if not original, although an attempt to follow some of their social customs often proves fatal to those with bad eyesight and unsteady nerves.

On this particular occasion, after the secretary had ornamented the stout limb of the pine tree with a larlat, and the president had

adjusted his mask. Mavorick Bill was called upon to respond to the following sentiment :

Over the Range we are daily drifting;
To the land with flowers made bright and sweet;
Some linger for years and years before going,
While others are Jerked there with boots on their feet.

Mavorick Bill, who was standing where a halo of rope almost encircled his head, replied as follows :

"Fellow Citizens: You have taken me completely by surprise, and I am wholly unprepared to make a speech, especially in reply to a poetical sentiment. I have always run more to fresh beef than I have to poetry. I might say that if you had not taken me by surprise I would not be here. I had other engagements which I had hoped would prevent my attendance this evening, but your invitation to be present was so pressing that I could not tear myself away.

"The hour is too late and I will not detain you with any extended remarks.

"I owe my contemplated rise to the pernicious literature of political economy. I studied political economy at college, and naturally became a free trader. I did not seem to fully grasp the subject, but I had a burning desire to put everything I saw on the free list, and to reduce the surplus until it looked like a new woolen undershirt just from the wash.

"I began on the surplus left from my father's estate. In a few brief years the family treasury was as barren and desolate as the path of a snowslide.

"I came west. I saw surplus cattle roaming the hills and lurching in the verdant valleys of our fair young commonwealth. I started in to reduce that surplus—hence my presence here; hence this raw (hide) material; hence these steers—"

The speaker was informed that his time was up. Under the rules of the Society, all speeches by guests were limited to two minutes.

Bill moved for a suspension of the rules, but the motion was defeated. A motion to suspend the speaker was carried unanimously.

Over the Range they are going, going,
Some in life's morning, and some in life's noon,
Others when twilight shadows are falling,
And others skip o'er by the light of the moon.

—Richard Linthicum in *The Great Deal*.

JAN., 1891.

H. J. Montgomery, of Prince Albert, has sold a car load of beef cattle to W. H. Sinclair, of Regina. He was on the way to Winnipeg with the cattle, but got a favorable offer for them at Regina.

Considerable excitement has been created in this district, writes a Battleford correspondent to the *Free Press*, by the discovery of what is said to be crude petroleum. Prospecting parties have been out for some time and the liquid discovered has been sent east to be assayed. Should it prove to be of good quality, a company will at once be formed with the object of developing the springs. One of the curious discoveries of the prospectors was a burning coal mine emitting no smoke, but the heat of the earth being so great in the vicinity that the explorers were unable to walk on its surface. An immense cavern on the side of a hill shows where a large seam of coal has taken fire and gradually penetrated the earth.

HOMESTEAD REGULATIONS OF CANADA.

The Department of the Interior of the Canadian Government issues through Mr. A. M. Burgess, Deputy Minister of the Interior, Ottawa, the following rules relating to the acquiring of land :

All even-numbered sections of Dominion Lands in Manitoba or the North-West Territories, excepting 8 and 26, which have not been homesteaded, reserved to provide wood lots for settlers, or other purposes, may be homesteaded by any person who is the sole head of a family, or male over eighteen years of age, to the extent of one quarter section of 160 acres, more or less.

ENTRY.

Entry may be made personally at the local land office in which the land to be taken is situate, or if the homesteader desires, he may on application to the Minister of the Interior, Ottawa, or the Commissioner of Dominion Lands, Winnipeg, receive authority for some one to make the entry for him. A fee of \$10 is charged for an ordinary homestead entry; but for lands which have been occupied an additional fee of \$10 is chargeable to meet inspection and cancellation expenses.

HOMESTEAD DUTIES.

Under the present law homestead duties may be performed in three ways, and on making application for entry the settler must declare under which of the following conditions he elects to hold his land :

1. Three years' cultivation and residence, during which period the settler may not be absent for more than six months in any one year without forfeiting the entry.

2. Residence for three years anywhere within two miles of the homestead quarter-section and afterwards actual residence in a habitable house upon the homestead for three months next prior to application for patent. Under this system 10 acres must be broken the first year after entry, 15 acres additional in the second, and 15 in the third year; 10 acres to be in crop the second year, and 25 acres in the third year.

3. The five years' system under which a settler may reside anywhere for the first two years, (but must perfect his entry by commencing cultivation within six months after the date thereof), breaking 5 acres the first year, cropping those five acres and breaking 10 acres additional the second year, and also building a habitable house before the end of the second year. The settler must commence actual residence on the homestead at the expiration of two years from date of entry, and thereafter reside upon and cultivate his homestead for at least six months in each of the three next succeeding years.

APPLICATION FOR PATENT

may be made before the local agent, any homestead inspector, or the intelligence officer at Medicine Hat or Qu'Appelle Station. Before making application for Patent the settler must give six months notice in writing to the Commissioner of Dominion Lands of his intention to do so.

INTELLIGENCE OFFICES.

Intelligence offices are situate at Qu'Appelle Station, and Medicine Hat. Newly arrived immigrants will receive, at any of these offices information as to the lands that are open for entry, and from the officers in charge, free of expense, advice and assistance in securing lands to suit them.

A SECOND HOMESTEAD

may be taken by any one who has received a homestead patent or a certificate of recommendation, countersigned by the Commissioner of Dominion Lands, upon application for patent made by him, or had earned title to his first homestead on, or prior to the second day of June, 1887.

INFORMATION.

Full information respecting the land, timber coal and mineral laws, and copies of these Regulations, as well as those respecting Dominion Lands in the Railway Belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa; the Commissioner of Dominion Lands, Winnipeg, Manitoba; or to any of the Dominion Lands Agents in Manitoba or the North-West Territories.

ESTABLISHED, JAN., 1891.

"Canada,"

A MONTHLY MAGAZINE FOR CANADIANS AT HOME AND ABROAD.

EDITED BY MATTHEW R. KNIGHT AND ARTHUR J. LOCKHART.

\$1.00 A YEAR.

"The best dollar's worth of literary matter to be had in Canada."—*Daily Herald*, Calgary.

"The literature is of a high order, and tale, essay, criticism, history, poetry, are all racy of our native land."—*Presbyterian Witness*, Halifax.

"The writers in this magazine are all Canadians, and they write upon Canadian topics, and it is safe to say that no publication is more distinctively native than this. Moreover, it is clean, its character, and is such a magazine as will benefit any home into which it is received."—*Canadian Journal of Fabric*, Montreal.

Special Offer.—To introduce *Canada* where it is not known, we will send the magazine to new subscribers six months for 30 cents in stamps. Address: MATTHEW R. KNIGHT, Benton, New Brunswick.

THE RIPANS TABLETS regulate the stomach, liver and bowels, purify the blood, are pleasant to take, safe and always effectual. A reliable remedy for Biliousness, Blisters on the Face, Bright's Disease, Catarrh, Colic, Constipation, Chronic Diarrhoea, Chronic Liver Trouble, Diabetes, Disordered Stomach, Dizziness, Dysentery, Dyspepsia, Eczema, Flatulence, Femoral Complaints, Foul Breath, Headache, Heartburn, Hives, Jaundice, Kidney Complaints, Liver Troubles, Loss of Appetite, Mental Depression, Nausea, Nettle Rash, Pimples, Painful Digestion, Sallow Complexion, Salt Head, Scrofula, Stomach-Tired Liver, Ulcers, and every other disease that impure blood or a failure in the proper performance of their functions by the stomach, liver and intestines. Persons given to over-eating are benefited by taking one tablet after each meal. A continued use of the Ripans Tablets is the best cure for obstinate constipation. They contain nothing that can be injurious to the most delicate. 1 gross \$2, 12 gross \$1.25, 14 gross 75c, 1-24 gross 15 cents. Sent by mail postage paid. Address THE RIPANS CHEMICAL COMPANY, P. O. Box 672, New York.



TO SUBSCRIBERS.

The publishers of THE COLONIST have made an arrangement with the publisher of *Canada* of Benton, N.B., which will last for only a short time, whereby we are able to offer the two papers for \$1.25 a year.

Address :

THE COLONIST,

WINNIPEG, MAN.

FOR A NOBBY



..SUIT GO TO..

J. R. CAMERON & CO.,
208 1st Avenue North, WINNIPEG.

H.S. WESBROOK
DEAR IN AGRICULTURAL IMPLEMENTS
AND
COMMISSIONS EXECUTED — CORRESPONDENCE SOLICITED
H.S. WESBROOK, WINNIPEG, MAN.

THE HUDSON'S BAY CO.

Under an Agreement with the Crown, are entitled to one-twentieth of the lands in the Fertile Belt of Manitoba and the Canadian North-West. The Company's Sections comprise some of the best Farming, Stock-Raising and Coal Lands in the Country. They are offered for Sale at Moderate Prices, on Easy Terms of Payment, and without any Conditions of Settlement. Town Lots for Sale at Victoria, Winnipeg, Fort William, Rat Portage, Portage la Prairie, Fort Qu'Appelle, Prince Albert and Edmonton. Full and accurate descriptions of the Company's Lands will be furnished to intending purchasers on application, either personally, or by letter, at the offices of the Company, Main and York Sts., Winnipeg.

TRAVELLERS AND SETTLERS

WILL FIND EVERY REQUISITE

—AT—

THE COMPANY'S STORES.

WHICH ARE DISTRIBUTED THROUGHOUT THE COUNTRY.

C. C. CHIPMAN, Commissioner, WINNIPEG.

MANITOBA,

—THE GREAT—

GRAIN & CATTLE PROVINCE

Has Within its Borders Homes for All.

MANITOBA IS MAKING RAPID PROGRESS, as shown by the fact that in four years the area under crop has more than doubled. In

1887 THERE WERE UNDER CROP	663,764 ACRES.
1891 THERE WERE UNDER CROP	1,349,781 ACRES.

Increase - 688,017 acres

These figures are more eloquent than words, and indicate clearly the wonderful development taking place. Not a Boom, but certain and healthy growth HORSES, CATTLE and SHEEP thrive wonderfully on the nutritious grasses of the prairie, and MIXED FARMING is now engaged in all over the province. There are still

Free Homesteads In some parts of Manitoba.

Cheap Railroad Lands \$3.00 to \$10.00 per acre. Ten years to pay for them.

Improved Farms For sale or leasing, from private individuals and corporations, at low prices and on easy terms.

NOW IS THE TIME TO OBTAIN A HOME

In this wonderfully fertile province. Population is moving in rapidly, and land is annually increasing in value. In all parts of Manitoba there are now

Good Markets, Railroads, Churches, and Schools.

AND MOST OF THE COMFORTS OF AN OLD SETTLED COUNTRY.

INVESTMENT OF CAPITAL There are very good openings in many parts for the investment of capital in manufactures and other commercial enterprises

For the latest information, new books, maps, etc. (all free), write to

HON. THOS. GREENWAY, Minister of Agriculture and Immigration, Winnipeg, Man.

Or to **The Manitoba Immigration Agency, No. 30 York Street, TORONTO.**

Manitoba Immigration Agency, Moncton, N.B.