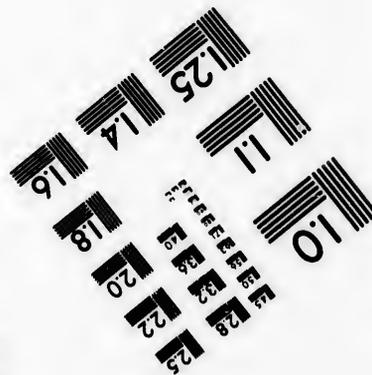
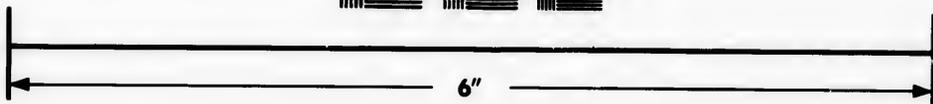
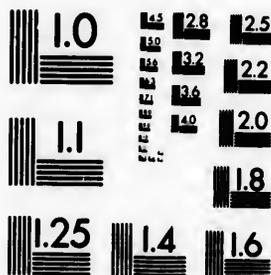


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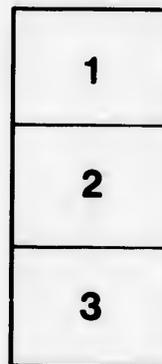
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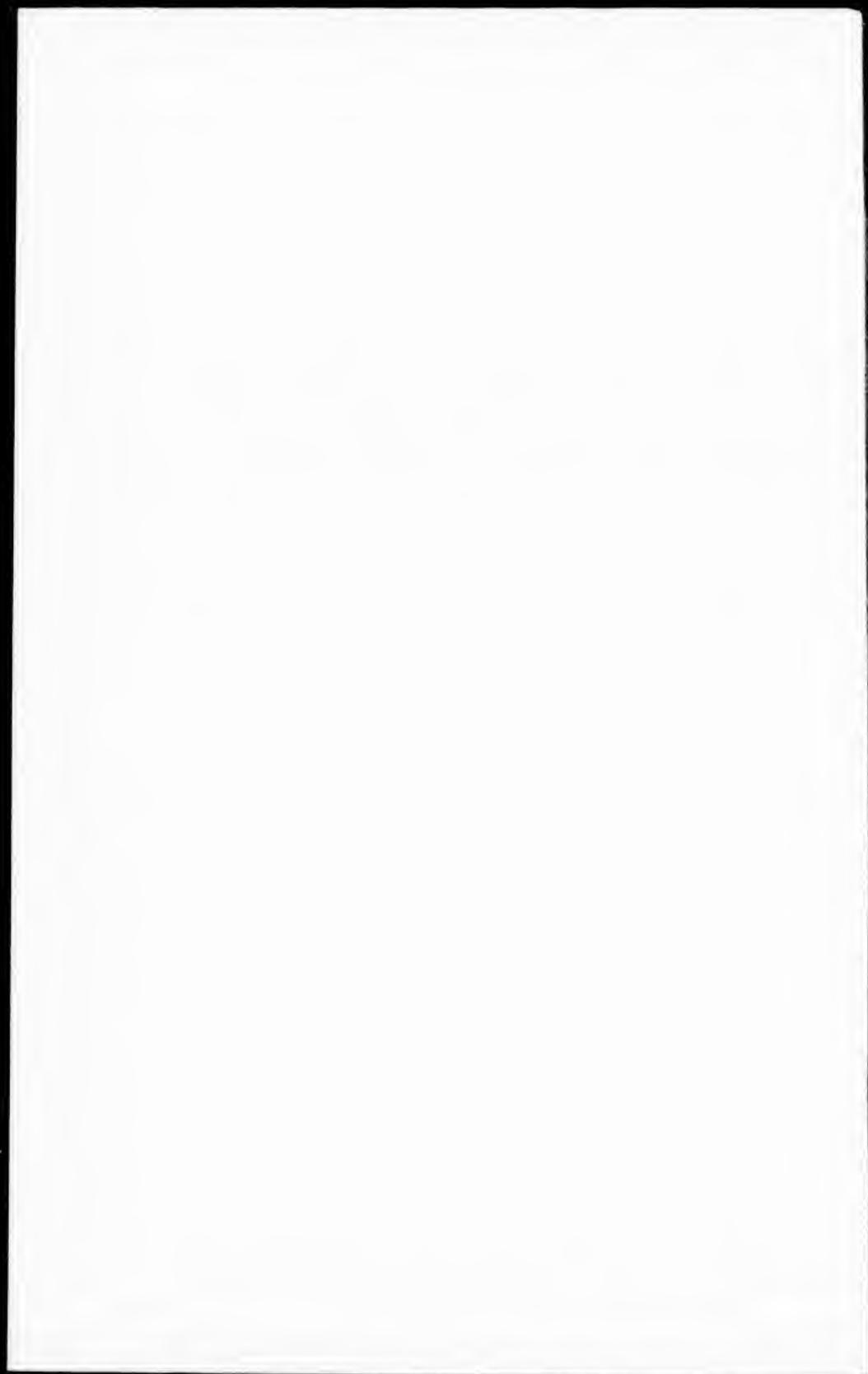
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FARMERS', MINERS' AND TOURISTS'

GUIDE

TO

MANITOBA

AND THE

NORTH-WEST.

WITH TEXT OF

THE DOMINION LAND LAWS.

EXTRACTS FROM

Surveyor's Reports of Townships Surveyed

IN

MANITOBA, KEEWATIN, AND NORTH-WEST
TERRITORIES.

WINNIPEG:

CHISHOLM & DICKSON, PUBLISHERS.

1881.

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THE
GREAT CANADIAN NORTH-WEST.

MANITOBA, KEEWATIN,
AND
NORTH WEST TERRITORIES.

GENERAL FEATURES OF THE COUNTRY :

LOCATION AND AREA OF MANITOBA—DESCRIPTION OF KEEWATIN—
A GLANCE AT THE NORTH-WEST TERRITORIES—CLIMATE,
SEASONS, ETC.—PRODUCTIONS AND CAPABILITIES
—RAILWAYS AND NAVIGATION—
THE OUTLOOK.

Winnipeg :
CHISHOLM & DICKSON, PUBLISHERS.
1881.

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INTRODUCTION.

THE information given in this work has been carefully compiled from the best authorities on the subject, and is intended to encourage emigration and aid the speedy development of the country. The facts given may be fully relied upon, and the emigrant or settler will find in these pages a large amount of really useful matter, and the speculator will learn much that will serve his interests in the "Great North West."

CHISHOLM & DICKSON.

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THE GREAT CANADIAN NORTH-WEST.

DURING the past few years the Province of Manitoba and the whole Canadian North-West has excited the interest and attracted the attention of all English-speaking communities. Throughout the length and breadth of Great Britain the praises of this new country have been sounded in no uncertain way, not only by those who have an interest in the country, but by representatives and delegates of English tenant farmers, who visited the country by invitation of the Canadian Government to verify the favorable reports circulated broadcast among the agricultural classes and mechanics of the British domains. In the older provinces of the Dominion of Canada the young men, especially, never lose sight of the affairs in this fair land. There is not a town, a village, or the smallest community which has not furnished the prairies of the North-West with some of their best young men, who are now energetically developing the country, and by their success and prospects are aiding emigration by inducing their friends to follow their example. Each year adds largely to our population. The broad and smiling prairies are being turned by the hand of the husbandman into waving fields of grain; and, where only a few short years ago the solitudes were only disturbed by wild animals, now hundreds of cattle are seen in herds, grazing upon the luxuriant grasses, needing but little attention. It is impossible within the limits of a mere introduction to give even a summary of the salient points of so vast a country, but it will be sufficient in this limited compilation to treat the subjects which follow in a brief but concise form, and endeavor to collect together just such information as will be of service to those who are seeking homes in the North-West.

MANITOBA.

The Province of Manitoba contains about 9,000,000 acres, of this, the Hudson Bay Company's one-twentieth ownership, and school reserves, amount to 707,680 acres, leaving available 8,300,960 acres (including Half-breed reserves, now nearly all allotted) within the present boundary of the province, being about 120 miles from East to West, and 100 miles North and South. The province lying between the parallels of 49° and 50° 2" of North latitude, and 96° and 99° of West longitude, occupies nearly the actual centre of the North American Continent, is nearly equally distant between the Pole and the Equator, and the Atlantic and Pacific Oceans.

CLIMATE AND SEASONS.

The climate of the Province gives conditions of decided heat in summer, and decided cold in winter. The snow goes away and ploughing begins in April, which is about the same as in the older provinces of Canada and the Northern United States on the Atlantic seaboard, and the Northwestern states, Minnesota and Wisconsin. The crops are harvested in August and September. The days are warm and the nights cool. Autumn begins about the 20th September, and lasts till November, when regular frost sets in. The winter proper comprises the months of December, January, February, and March. Spring comes in April. The summer months are part of May, June, July, August, and part of September. In Winter the thermometer sinks to thirty and forty degrees below zero; but this degree of cold in the dry atmosphere of the North-West does not produce any unpleasant sensations. The weather is not felt to be colder than that in the Province of Quebec, nor so cold as milder winters in climates where the frost, or even a less degree of cold than frost, is accompanied with dampness. In times of wind-storms, however, the cold is found to be specially searching. The testimony of settlers is universal as to the fact that the winter is, on the whole, both pleasant and healthy, and former residents of both Ontario and Quebec state that they like it quite as well as that of those provinces.

HOW TO REACH THE COUNTRY.

The cost of conveyance from any part of Canada to Manitoba is exceedingly moderate, and the steamers from Great Britain are now so numerous that the transport of a family from any part of the United Kingdom or from Canada to the great wheat-growing and cattle-raising districts in the North-West, is hardly appreciable when the advantages offered are considered. A continuous line of railway now exists from Quebec, Montreal, Toronto, and indeed every town and village throughout the Dominion to Winnipeg. An alternative route is offered by railway to Sarnia or Collingwood, and then by first-class steamers to Duluth, at the head of Lake Superior, where direct railway communication exists with Winnipeg. This lake route will be greatly improved as soon as the railway now under construction from Thunder Bay on Lake Superior to Winnipeg is completed, and the cost and time of conveyance will also be materially lessened.

At present the cost of carriage for each person is as follows:—

By rail all the way, from Montreal through Chicago—1st Class, \$59.25; Emigrant, \$29.

From Montreal to Sarnia or Collingwood, and thence by the Lakes, via Duluth—1st Class, \$52; Emigrant, \$24.

Cattle, goods, and agricultural implements are taken at reasonable charges by either route. The lines of steamers from Liver-

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pool, Glasgow, London, Bristol, and Irish ports, carry cabin passengers at from £10 to £18 to Quebec, according to accommodation, and emigrants at from £3 10s. to £6 06s. per head. The time occupied by these steamers is from 9 to 12 days, and from Quebec to Winnipeg the time is 4 days by railway throughout, and by the way of the Lakes 6 days. Settlers from Europe can, therefore, reach Manitoba in 14 days from Liverpool, and from any part of Canada in 4 days or less, at a small outlay.

HINTS AS TO CAPITAL REQUIRED.

A settler who wants to take up land in Manitoba can, by an outlay of \$2,000, or £400 sterling, secure 160 acres of land in fee, if he pays \$5 an acre for it, and provide himself with a reasonably comfortable house, barn, stable, pair of oxen, cow and pigs, ploughs, harrows, and all that is necessary to give him a fair start and a certain competency and happy home for the future. The taxes are, of course, much less than either in Canada or Great Britain. In other words, a man with a family can establish himself comfortably, on a farm solely belonging to himself, and without any rent to pay or leasehold obligations of any kind, and which is his property in fee for ever, for a sum which will not equal the average per acre of rent and taxes payable in Great Britain ANNUALLY for a farm of equal size. He can do this for less by taking up a homestead and pre-emption right from the Government. If he buys land either from Government or from private parties, his payment of say \$5 an acre will be spread over at least 7 years, the annual amount due being paid out of the surplus earnings of the farm, and being practically, therefore, not felt as an item in his ordinary annual expenditures.

By buying land on the reasonable terms of payment, a settler with \$500 or \$1000 can establish himself very comfortably, and rapidly become independent and the owner of his land in fee. Settlers without any means can by hard work obtain a home for themselves by taking up government land as a homestead.

COST OF TRANSPORT FOR CROP.

Within two years, as soon as other Canadian railways are completed, grain will be taken from any point as far west as Fort Ellice to Thunder Bay on Lake Superior, and put into elevators there, for probably 15 cents a bushel, but certainly never to exceed..... 20 cents

Propellers will take it from elevators and, passing through the lakes and the enlarged Welland Canal, will deliver it in Montreal for.....	10 "
From Montreal to Liverpool the average freight may be taken at 5s. sterling a quarter, which is equal to per bushel.....	15 "
Total.....	45 cents

Farmers in Manitoba now state that the cost of raising wheat

does not exceed, if it reaches, 40 cents a bushel, so that wheat will therefore be grown in Manitoba and delivered in Liverpool at a cost to the producer, including all charges for transport, of 85 cents a bushel, or 28s. 4d. a quarter.

With wheat selling in England at 40s. a quarter there is thus an enormous profit to be made by the wheat grower in Manitoba and the North-West. The average price of wheat in England for the 30 years from 1869 to 1878 was 53s. a quarter, the highest price being 73s. 11d., in 1855, and the lowest 39s. 7d., in 1851.

At the rate at which settlers are now pouring into the country all the wheat grown in Manitoba for the next two or three years, until the railways now being constructed are completed, will be required for food and seed.

Up to the end of 1879 (the last official returns) nearly three millions of acres of land had been taken up by actual settlers in Manitoba and the North-West. That quantity is now undoubtedly largely increased.

GOVERNMENT GRANTS OF LANDS.

The Government grants homesteads on alternate sections on each side of the railway of 160 acres free, and allows settlers to take up an additional 160 acres on the alternate sections on "pre-emption," at prices ranging from \$2.50 to \$1 an acre. They also sell lands at prices ranging from \$5 an acre on the other sections on each side of the railway.

SCHOOL SYSTEM.

In addition to the excellent education now obtainable in the city of Winnipeg, the Government has reserved two sections in each township for school lands, the proceeds of which, as sold, is to be applied to the establishment of good schools. In every part of the country, therefore, as fast as settlement progresses, schools will be provided, where good education can be obtained for children.

Municipal organization is also being put in force already in the older settlements, and will be extended as population grows, so that all reasonable wants of settlers will be fully provided for.

TIMBER AND FUEL SUPPLY.

The railway line from Winnipeg to Thunder Bay passes through most extensive timber districts near Rat Portage, where large saw mills are now in course of erection, and which will supply, at moderate prices, all the lumber required for buildings and fences in the western part of the country. Considerable quantities of timber for building purposes, and for fuel also, exist on the banks of all the rivers and creeks, and there are, in addition, groves of poplar all over the country. No difficulty will be found to exist as regards timber, both for building or fuel.

COAL.

Large deposits of coal have been discovered on the Saskatchewan river, and also on the Assiniboine. The former has already

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been worked to some extent, and the quality is pronounced by all who have used it excellent. There will be ample fuel of both coal and wood to be distributed by the lines of railway now constructing, in addition to the timber which is found on the banks of all the rivers.

NORTH-WEST TERRITORY.

PROFESSOR MACOUN'S EVIDENCE.

OBSERVATIONS IN THE NORTH-WEST, LITTLE SASKATCHEWAN AND PEACE RIVER DISTRICTS.

We condense from Professor John Macoun's evidence, given before a Committee of the House of Commons, March 24th, 1876, some valuable information about the North-West country, which is being rapidly filled by farmers from the older Provinces of Canada, from Great Britain, and from the United States. A colonization railroad is being built by the Dominion Government from Winnipeg west, which will give in less than two years a means of ingress and egress for the settlers of this fertile land. The extracts given are brief and to the point, but may be relied upon as entirely correct:—

"A continuous farming country extends from Point du Chien to the Assiniboine, at Fort Ellice, a distance of 230 miles without a break. Beyond this there are 25 miles of dry gravelly ground, of little account for anything except pasture. Then follows a very extensive tract of country stretching westward to the South Saskatchewan, and extending indefinitely north and south. This wide region contains many fine sections of rich fertile country; interspersed with poplar groves, rolling, treeless prairie, salt lakes, saline and other marshes, and brackish or fresh water ponds. What is not suited for raising cereals is excellent pasture land. Only a few of the salt lakes would be injurious to cattle or horses; and fresh water can be obtained without doubt a little below the surface.

"The soil of this whole region is a warm, gravelly or sandy loam. The surface soil, to a depth of from one to three feet, is a brown or black loam, the subsoil being generally either sand or gravel, consisting principally of limestone pebbles; many boulders are found in some sections. The land between the two Saskatchewan is nearly all good. Prince Albert Mission settlement is situated in this section. At Carlton I crossed the Saskatchewan, and therefore know nothing personally of the immense region extending west and south thence to the Boundary. All accounts, however, agree in saying it is the garden of the country.

* * * * *

"There is a very extensive district forming the watersheds between the Saskatchewan and Peace Rivers, and through which the Athabasca River flows for its whole course, and from which it receives its waters. This region is all forest, and consists of muskegs (swamp), spruce and poplar forest. Very little is known of

this region, but the soil where I crossed it is generally good where not swampy. West of Edmonton, where the railway crosses the section, there is said to be much swamp, but between Fort Pitt and the Forks of the Athabasca there is scarcely any swamp, although it is nearly all forest.

"Next comes the Peace River section extending along the Rocky Mountains from a little north of Jasper House to Fort Liard, lat. 61° north; and from the former point to the west end of Little Slave Lake; thence to the forks of the Athabasca, and down that river to Athabasca Lake, and from thence to Fort Liard. The upper part of this immense area is principally prairie, extending on both sides of the Peace River." * * *

"I consider nearly all the Peace River section to be well suited for raising cereals of all kinds, and at least two-thirds of it fit for wheat. The soil of this section is as good as any part of Manitoba, and the climate, if anything, is milder.

"The Thickwood country, drained by the Athabasca, has generally good soil, but it is wet and cold. At least one-half is good for raising barley and wheat, while much of the remainder would make first-class pasture and meadow lands.

"I am not so well acquainted with the Saskatchewan section, but, from what I know of it, it has generally good soil and a climate not unsuitable for wheat raising. Between Fort Pitt and Edmonton there is a tract which I consider subject to summer frosts, but it would produce immense crops of hay. This district is the only dangerous one in the Saskatchewan country.

"Cultivation, like that of Ontario, would give a much greater yield, as there are more grains to the ear than in Ontario. The grain is heavier. Peas will always be a heavy crop in the North West, as the soil is suitable, and a little frost does them no harm.

"All my observations tended to show that the whole Peace River country was just as capable of successful settlement as Manitoba. The soil seems to be richer—the country contains more wood—there are no saline marshes or lakes; the water is *all* good—there are no summer frosts—spring is just as early, and the winter sets in no sooner. * * *

"About the 20th of April ploughing can commence on Peace River, and from data in my possession the same may be said of the Little Saskatchewan regions generally."

STOCK-RAISING.

"The country, in my opinion, is well suited for stock-raising throughout its whole extent. The winters are certainly cold, but the climate is dry, and the winter snows are light, both as to depth and weight. All kinds of animals have thicker coats in cold climates than in warm ones, so that the thicker coat counterbalances the greater cold. Dry snow never injures cattle in Ontario. No other kind ever falls in Manitoba or the North-West, so that there can be no trouble from this cause. Cattle winter just as well on the Athabasca and Peace Rivers as they do in Manitoba; and Mr.

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Grant, who has been living on Rat Creek, Manitoba, for a number of years, says that cattle give less trouble there than they do in Nova Scotia. Horses winter out without feed other than what they pick up, from Peace River to Manitoba. Sheep, cattle, and horses will require less attention and not require to be fed as long as we now feed them in Ontario. Owing to the light rain-fall the meadow grass is almost as good as hay when the winter sets in, which it does without the heavy rains of the east. This grass remains good all winter, as the dry snow does not rot it. In the spring the snow leaves it almost as good as ever, so that cattle can eat it until the young grass appears. From five to six months is about the time cattle will require to be fed, and shelter will altogether depend on the farmer.

"Five-sixths of all the timber is poplar, and is invariably a sign of dry soil and good land. Balsaam poplar is very abundant on the islands in all the north-western rivers, often attaining a diameter of from six to ten feet, even as far north as Fort Simpson. White spruce grows to a very large size on all the watersheds and slopes of the south bank of the Peace River, on islands in all the rivers, and very abundantly on the low lands at the west end of Lake Athabasca. I have often seen it over three feet in diameter, but the usual size is from one to two feet.

"The Peace River is navigable from the Rocky Mountains for at least 500 miles by river,—in none of this distance is it less than six feet deep. A canal of two miles would overcome the obstructions at this point. For 250 miles below this there is no obstruction except a rapid, which I think is caused by boulders in the channel. Their removal would probably overcome the difficulty.

"The Athabasca is navigable for 180 miles above Lake Athabasca. Mr. Moberly, an officer in the Hudson's Bay Company's service, sounded it all the way from Fort Macmurray, at the Forks of the Clearwater and the Athabasca, and no spot with less than six feet at low water was found. Between Lake Athabasca and the Arctic ocean only one break exists, but this is 14 miles across the land; after that is overcome, 1,300 miles of first-class river navigation is met with, which takes us to the ocean."

EXTRACTS FROM A REPORT OF 26TH DECEMBER, 1879:

"The absence of autumn rains in the west is a priceless boon, as it enables the farmer to thresh and harvest his grain without injury, and, besides, gives him excellent roads when he needs them most.

"The progress of the seasons and the labours of the husbandman, throughout the North-West, may be summed up as follows:

"Early in April the hot sun dissipates the slight covering of snow, and, almost immediately, ploughing commences, as after the frost is out six inches spring work may begin. Seeding and ploughing go on together, as the ground is quite dry, and in a few days the seed germinates, owing to the hot sunshine; the roots receive an abundance of moisture from the thawing soil, and, following the retreating frost through the minute pores opened in it, by its agency penetrate to an astonishing depth (often two

fect), all the time throwing out innumerable fibres. By the time the rains and heat of June have come, abundance of roots have formed, and the crop rushes to quick maturity. It is just as much owing to the opening power of the frost as to the fertility of the soil, that the enormous crops of the North-West are due, and, as long as the present seasons continue, so long will the roots penetrate into the subsoil, and draw rich food from the inexhaustible reservoirs which *I know are there.*

' After the middle of August the rains almost cease, and for ten weeks scarcely a shower of rain falls, giving the farmer ample time to do all necessary work before the long winter sets in. These general characteristics apply to the climate of the whole North-West, and the same results are everywhere observed over tracts embracing 300,000 square miles of territory. One important result of this peculiar climate is the hardness and increased weight of the grain caused by it. Another, equally important, is the curing of the natural hay, and our experience of the last two months has been that the horses and cattle do better to collect their own food on the prairie than to be fed with hay. All stock-raisers know that it is not cold that injures cattle or horses, but those storms of sleet or soft snow which are so common in Ontario and the Eastern Provinces. Such storms as those are never seen in the North-West, and the cattle are never wet from November to April.

" Many intelligent persons are afraid of the winters of the North-West, as they measure the cold by the thermometer rather than by their own sensibilities. It is not by the thermometer that the cold should be measured, but by the humidity of the atmosphere, as according to its humidity so is the cold measured by individuals. All through the fall my men never noticed a few degrees of frost, and it was no uncommon thing to see a man riding in a cart without his coat when the thermometer was below freezing point. J. A. Wheelock, Commissioner of Statistics for Minnesota, wrote as follows concerning the atmosphere of that State, over twenty years ago:—' The dryness of the air in Minnesota permits a lower range of temperature without frosts than in moist climates. The thermometer has frequently been noticed at 20 degrees without material injury to vegetation. In the damp summer evenings of Illinois and Ohio, for example, the heat passes off rapidly from the surface of the earth and from plants. Frosts develop under such circumstances at a comparatively high temperature. The constant bath of moisture has softened the delicate covering and enfeebled the vitality of plants; and thus a fall of the thermometer, which in Minnesota would be as harmless as a summer dew, in Ohio would sweep the fields like a fire.'

" An atmosphere like this, with a soil of abounding fertility, extending over a region of almost boundless extent, causes me to feel that the words of Lord Beaconsfield were those of a far-seeing statesman, and that our great North-West is truly a land of 'illimitable possibilities.'

26th December, 1879.

"JOHN MACOUN, F.L.S."

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TABLE OF DISTANCES.

BY WAGGON ROAD.

WINNIPEG TO WESTERN BOUNDARY OF THE PROVINCE OF MANITOBA,
AND TO FORTS ELLICE, CARLTON AND EDMONTON.

MILES	MILES
Winnipeg..... 0	Little Saskatchewan..... 143
St. James..... 3	Shoal Lake..... 170
St. Charles..... 9	Birdtail Creek..... 199
Headingly..... 13	Fort Ellice, Assiniboine River..... 213
St. François Xavier..... 19	Cut Arm Creek..... 190
Pigeon Lake..... 25	Little Touchwood..... 328
St. Paul..... 32	Touchwood..... 371
Long Lake..... 38	Round Hill..... 456
Poplar Point..... 46	South Saskatchewan..... 502
High Bluff..... 53	Fort Carlton, North Saskatchewan..... 520
Portage La Prairie..... 60	*Fort Pitt..... 687
Westborne (White-Mud River)..... 80	Victoria..... 809
Salistine (Totogon, six miles north of Westborne)..... 98	Fort Saskatchewan..... 868
Beautiful Plains..... 115	Fort Edmonton..... 880

PEMBINA BRANCH RAILWAY.

EMERSON (INTERNATIONAL BOUNDARY TO SELKIRK).

MILES	MILES
Emerson..... 0	Niverville..... 43
Penza (Rosseau River)..... 10	St. Norbert..... 54
Arnaud..... 18	St. Boniface, opp. Winnipeg..... 61
Dufrost..... 26	Birds Hill..... 68
Otterburn (Rat River)..... 35	Selkirk..... 81

CANADIAN PACIFIC RAILWAY.

RED RIVER EASTWARD—SELKIRK, RAT PORTAGE, LAKE OF THE WOODS.

MILES	MILES
Selkirk..... 0	Winnipeg to Pembina Mountain..... 65
Syndall..... 8	“ to Rock Lake..... 115
Cauchajour (Brokenhead River)..... 16	BY ROAD UP WEST BANK RED RIVER.
Whitemouth (Whitemouth River)..... 41	Winnipeg to St. Northbert..... 10
Annies..... 61	“ to Morris..... 25
BY ROAD NORTH SASKATCHEWAN RIVER.	“ to Scratching River..... 42
Selford..... 75	“ to Dufferin..... 67
Cross Lake..... 77	“ to West Lynne (opp. Emerson)..... 69
Salmar..... 83	BY ROAD, NORTH-WEST.
Almar..... 91	Winnipeg to Shoal Lake..... 40
Lake Deception..... 98	St. Lambert, Lake Manitoba..... 55
Ostersund..... 103	Ork Point..... 63
Rat Portage, Keewatin..... 113	BY ROAD DOWN WEST BANK RED RIVER.
BY ROAD, NORTH-WEST.	Winnipeg to St. Johns..... 2
Winnipeg to Penitentiary..... 12	“ to Kildonan..... 5
“ to Victoria..... 24	“ to St. Pauls..... 8
BY RED RIVER AND LAKE WINNIPEG.	“ to St. Andrews..... 16
Winnipeg to Gimli, Icelandic settlement..... 56	“ to Lower Fort Garry..... 20
BY ROAD, SOUTH-WEST.	“ to St. Clements..... 22
Winnipeg to Headingly..... 13	“ to Selkirk..... 24

* Approximate Route of the proposed Manitoba and South Western Railway.

EMERSON.

Emerson, situated on the east side of the Red River, at the boundary line, is a well laid out town, with a population of about 1,500, which is rapidly increasing, and the town promises to be one of the most important in the Province. It is the terminus of the Pembina Branch of the Canada Pacific Railway, and connection is made here with St. Paul, Minneapolis and Manitoba Railway. Emerson is one of the most enterprising places in the North-West, has two weekly papers, the *Emerson News* and the *International*, and will probably shortly have a daily. It is a Port of Entry for Manitoba, and is fast becoming an important business centre, having a large number of good stores, several hotels, etc., and will shortly have a branch bank. Has a post office, with daily mail. There are several churches and schools of the Episcopal, Presbyterian, and Methodist Episcopal denominations. The town has been incorporated as a city, and the corporation is bridging the river at this point.

WEST LYNNE.

This is a very thriving town, established in the autumn of 1879. It has now about 100 buildings, and is rapidly growing. It is on the west side of the Red River, and adjoins the International boundary. It is the best wheat market in Manitoba at present, the country west of it, including the Mennonite reserve, being second to none in the North-West, and rapidly filling up. In 1879 upwards of 100,000 bushels of wheat were purchased at West Lynne. It has several excellent stores, two large grain warehouses, and a first-class grist mill is also in operation. This town has every promise of becoming a place of considerable size and importance.

PORTAGE LA PRAIRIE,

the county town of Marquette West, is the most important place in Western Manitoba, and is fast becoming a large and flourishing town. It is the seat of the County Court and Registry office for Marquette West, and is connected with Winnipeg, distant 60 miles, by railway and by steamers on the Assiniboine. Population about 1,000. It has three churches—Protestant, Presbyterian, and Wesleyan Methodist—hotels, stores, mills, etc.; mail daily. A weekly paper, the *Marquette Review*, is published here, and a branch of the Ontario Bank has recently been established. Building operations during 1880 have been extensive. There has been a large trade, by boat from Winnipeg, up the Assiniboine to this point, which is growing in importance each year.

MORRIS.

A thriving town on the Red River, at the mouth of Scratching River, 24 miles north of the boundary and 36 from Winnipeg.

ST. BONIFACE.

A large and flourishing town at the confluence of the Red and Assiniboine rivers, opposite the city of Winnipeg; has a population

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of about one thousand, and is rapidly growing in importance. The parish was founded in 1818 by the Rev. J. N. Provencher, who was sent from Quebec, at the request of the Earl of Selkirk, to establish a mission at Red River. The first chapel was built in 1819, and a large stone cathedral in 1833. This was destroyed by fire in 1860, and the present edifice erected in 1862 by His Grace Archbishop Taché. St. Boniface is the Metropolitan See of the Roman Catholic Ecclesiastical Province of St. Boniface, and has a college, a ladies' boarding school, a large hospital, and an orphan asylum, the three last being under the Sisters of Charity. The town is well laid out with straight, wide streets, and contains some handsome buildings, several mills, good hotels, stores, etc. It is at present connected with Winnipeg by ferry, and a traffic bridge is to be built across the Red River in 1881, which will make St. Boniface a part of Winnipeg. St. Boniface boasts the first organ that was ever used in the North-West, a fine instrument having been presented to the cathedral in 1875. *Le Metis*, the organ of the French population in Manitoba, is printed here.

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SELKIRK.

Selkirk, a flourishing town 24 miles from Winnipeg, the present terminus of the Canada Pacific Railway. It has some fine buildings, is well laid out, and boasts some excellent hotels and stores, as well as a weekly newspaper, the *Inter-Ocean*. Two lines of steamers run daily to Winnipeg; and the completion of the Pembina Branch to this point and extension of the main line of the Canada Pacific eastward to Rat Portage make Selkirk an important point.

RAT PORTAGE.

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Rat Portage (or Ka-ka-be-Kitchewan, The Steep Rock Fall,) is a busy little town of about 300 residents, with a floating population of railroaders, speculators, Indian traders, prospectors, which promises to be a thriving commercial centre when regular mail communication is established. The town is situated at the extreme northerly point of Lake of the Woods, at the head waters of the Winnipeg River, on the line of the C. P. R. The land upon which the town is situated is the property of the Hudson's Bay Company, who have had it surveyed into building lots, for which they find ready sale at from \$50 to \$150. Desirable locations at second hand are selling as high as \$400. The buildings are all of logs, although excellent building stone is accessible in the immediate neighborhood. The difficulty of obtaining lime is the great obstacle to building in stone, no limestone being found nearer than Red River. The public buildings are the gaol, which is also used as a court house, the post office, and a large school house, which serves as a place of worship on Sundays when a clergyman happens this way—there is no resident pastor. Messrs. Manning, McDonald & Co., contractors on Section B, C. P. R., have a large general store, and commodious offices and dwellings for their staff. The Hudson's Bay Company's post, in charge of Mr. Matheson, is

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a neat and comfortable looking building. They have also a large warehouse and office. Besides these there are five general stores, all doing a brisk business. The Keewatin Lumbering and Manufacturing Co. have a saw mill in operation, with a capacity of 30,000 feet of lumber per day. They find rapid sale for their lumber at \$18 per thousand.

Fine steamers ply on the lake, carrying freight and passengers to and from Fort Francis, Ash Rapids, North-West Angle, and other points. Silver and gold have been found in paying quantities at several points within a radius of twenty miles from this place. A number of specimens of quartz have been shown, carrying free gold and native silver.

WINNIPEG.

There is no city in either Canada or the United States that has perhaps attracted so much attention during the last two years as Winnipeg, and it owes this exceptional fact to its having around and beyond it one of the largest and most fertile tracts of country in the habitable globe. It has through this source become the metropolis of what in the not distant future will doubtless prove one of the "most wealthy and prosperous portions" of the British Empire. It is only fitting, therefore, that a city, regarding which there is so much enquiry, should have its "material prosperity and rapid growth" made known, and such statistical information afforded as will forever silence those who conjure up in their minds that too flattering a picture is drawn of what was once known as the Great Lone Land, or that the expectations of the citizens of its chief city will ever be realized. Facts are stubborn things, and these are the arguments we purpose adducing in support of our assertion that no city in America has equalled

THE UNPARALLELED SUCCESS

attained by Winnipeg in less than a decade. It is frequently compared with Chicago in this particular, and very naturally so, as the circumstances surrounding the early growth of both cities are not dissimilar, with exceptional advantage in favour of Winnipeg. The site of the city is favourably chosen at the confluence of two great navigable streams—the Red and Assiniboine rivers—into which many smaller streams flow. Through the medium of the first river connection is had with Lake Winnipeg and all rivers having an outlet into that large body of fresh water. These rivers and lakes give Winnipeg a

SYSTEM OF INLAND NAVIGATION

possessed by few other cities in either the Dominion or neighboring Republic, and, with slight improvements, must ensure a large mercantile marine and additional commercial prosperity to this growing city.

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PRIOR TO 1870

the town was nothing more than a chief trading post of the Hudson's Bay Company, whose head-quarters have been for years, and are yet, at Fort Garry, whose embattlements, now *en dis-habille*, are still the object of much curiosity to tourists and others visiting the city. At that date the population was estimated at 300 souls, and of these the greater number were Half-breeds and Indians who did service for the Hudson's Bay Company; besides these, however, there was the nucleus of what has since proved to be a populous city, and one that is destined to occupy a far greater and important position than it has yet attained. In addition to the facilities afforded for inland navigation, railway enterprises in operation, and others projected, give every indication of Winnipeg very shortly becoming a railway centre that will

RIVAL CHICAGO ITSELF.

It is fair then to assume that a city, with facilities for navigation to the coal mines of the Souris, and to the coal systems and richer auriferous deposits of the mighty Saskatchewan, together with railway facilities to the Eastern Provinces, to the United States, and to the interior of the North-West, must become the entrepôt of a great commercial community. After the Red River troubles had been suppressed, more than ordinary attention was directed to the North-West, and

A TIDE OF IMMIGRATION SET IN,

which gave Winnipeg its first impetus as a rising city.

THE GROWTH

of the city since has been marvellous, and a source of astonishment to citizens, as well as strangers. In the interim, Manitoba was constituted a Province of the Dominion Confederation, with Winnipeg as the provincial capital. This gave a metropolitan character to the place, and brought the elements of political autonomy in its train, making it the headquarters of the Provincial Government, where the residence of the Lieutenant-Governor and all the public departments of the Province are located, as well as the superior courts and court house and jail. The Dominion Government, too, have made this city their headquarters for locally transacting business in Manitoba and the North-West. Notably amongst these are the Customs, Inland Revenue, Immigration, Dominion Lands, Receiver-General, Crown Timber, Canadian Pacific Railway, Indian and Post Office Departments. Shortly after—in November, 1873—the city was incorporated, and from the first January, 1874, may be dated the commencement of its civic career, at which time the population did not exceed 2,000, whereas now it numbers about 10,000 souls. The assessment of real estate, too, which at that time was but a little over \$2,000,000, has, in 1880—less than six years—increased

to nearly \$5,000,000, with a prospect of a very large increase in the ensuing year. The following is a statement of the building operations of the current year, and the actual outlay, as ascertained by *Time's* Reporters:—

SUMMARY.

	No. o Hours.	Total Expenditure.
North Ward.....	45	\$263,95
East Ward.....	32	111,15
West Ward.....	97	157,12
South Ward.....	87	390,10
	261	\$922,325

If counted by tenements, the number would reach at least 400 dwellings and stores. As will be seen by the above, the sum of about \$1,000,000 has been expended in the erection of buildings during the current season, and this does not include buildings just started and under way, such as the Merchants' Bank, Manitoba Club, Parliament House, Lieutenant Governor's residence, and some handsome private residences, nor the outlay by the city corporation in street improvements, drainage, sidewalks, etc., nor the laying down, by the Canadian Pacific, and Manitoba South-Western Railways, of a large mileage of railways in and around the environs of the corporation, which can be safely estimated at \$250,000.

In this connection it will be interesting to note, from a computation by the City Registrar, that the sum of about \$1,250,000 has been invested in real estate within the city limits during the current year, involving transactions amounting to an average of about \$25,000 each week by our real estate agents and private individuals, the rise and progress of the thriving suburbs of St. Boniface and St. John's having hinged so much upon that of Winnipeg, that, to all intents and purposes, they might virtually be assumed as legitimate portions of the city.

TRADE AND COMMERCE.

The mercantile and commercial interests of Winnipeg are as yet but in their infancy, but from evidence which we will produce it will be seen that giant strides have also been made in this direction. There are at present three banks in the city, all doing a good business, the Montreal, Merchants, and Ontario Banks have now agencies and a prospect of two or three more early next year. The wholesale mercantile trade is fast rising into importance, and an enormous business has recently been developed in the North-West. Among leading houses that do a larger trade in this department are the Hudson's Bay Company, J. H. Ashdown, Stobart, Eden & Co., R. Gerrie & Co., W. H. Lyon, R. J. Whitla, Mulholland Bros., Snyder & Anderson, and many others. Goods are being daily carted from these establishments to the railway depots and steamboat wharves, while myriads of traders, with the traditional Red

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River carts, carry an enormous tonnage over the plains as far west as the Rocky Mountains. There are also a number of as fine retail houses in the mercantile lines as can be found in either Montreal or Toronto, and all doing an immense amount of business. As the customs and excise officers hold pretty much the key to trade in any country, an examination of their returns will doubtless reveal to us the rapid growth of trade in the city in the past few years. The following is a statement of the customs' returns, ending the fiscal year 1872, the first recorded, and that ending June 30th, 1880:—

	1872.	1880.
Imports Canadian Goods.....	\$225,000.00	\$3,599,980.00
Exports to Foreign Countries.....	125,000.00	562,714.00
Imports Foreign Goods.....	926,259.00	1,227,005.00
Customs Duties.....	46,839.90	297,768.98

The statement from the Inland Revenue Department is equally satisfactory. The Inland Revenue office here was started in May, 1873. The total receipts of all kinds for the first year were \$3,797.29. The total receipts for the year ending 30th June, 1880, were as follows:—

Licenses.....	800.00
Tobacco Ex. Manufactories.....	90.99
Tobacco Ex. Warehouse.....	27,788.21
Spirits Ex. Manufactory.....	247.05
Spirits Ex. Warehouse.....	\$33,374.16
Malt Ex. Manufactory.....	3,474.54
Bill Stamps.....	1,777.50
Seizure.....	20.00
Total collected for this year.....	\$67,572.45
Increase.....	613,775.16

In 1873, out of 36 Inland Revenue Divisions, Manitoba stood thirty-sixth on the list. In 1880, out of 36 Divisions, Manitoba stands, in its collection and business, twelfth on the list.

THE FACILITIES FOR COMMERCE,

although very great, are found to be entirely unequal to the requirements of the city, and the settlement of the surrounding country is considerably retarded for want of means of transport. The great lack is railway facilities, which should be encouraged and promoted at as early a date as possible. The Red River is navigable for 400 miles from its source to Lake Winnipeg, and the Assiniboine 200 miles from its junction with the Red River. Lake Winnipeg is also navigable, and with but one interruption, at Grand Rapids, near its mouth, the Saskatchewan, with its two branches, is navigable for over 1,200 miles, making a promising highway for commerce.

EDUCATIONAL, RELIGIOUS AND OTHER INSTITUTIONS.

Winnipeg, besides being the political and judicial metropolis of the North-West, has also become the educational centre. The Provincial Board of Education holds its sittings here, and the city is also the seat of the University of Manitoba, to which is affiliated

St. John's College, one of the oldest here; St. Boniface College, which has recently erected a magnificent building, valued at \$30,000; and Manitoba College, a younger but also flourishing institution. These are supplemented by two very fine Ladies' Colleges, one, St. John's Ladies' School, being valued at \$12,000, and St. Mary's Academy, a new and handsome structure just approaching completion on Notre Dame street, valued at \$15,000. In addition to these higher seats of learning there are the public and separate schools, which are well attended; and we doubt if Winnipeg will not compare very favorably with her sister cities in the percentage of her population that can read and write. The first election of Public School Trustees, under the Manitoba School Act, took place on the 18th of July, 1871, when Messrs. Stewart Mulvey, W. G. Fonseca, and Arch. Wright were elected School Trustees, a position which the first-named has ever since held. The first school was opened on Monday, the 30th of October, in a small wooden building 16x20 feet, with thatched roof, not far from the present residence of Ald. Fonseca. The school population was 50, out of which there was an average attendance of 25 pupils, taught by one teacher. The sum of \$452, raised by voluntary subscription, was the revenue available to enable the trustees to manage the school. In 1880 a Public School Board was elected by the people, having in their possession one handsome brick Central School and grounds valued at \$30,000, and two fine Ward Schools, also of brick, and valued at \$7,000 each. In the first there is an average attendance of 600 pupils, while in each of the latter the average attendance is about 250. The census gives a school population of 1,000, which amount may seem small when compared with the population of the city. This, however, is easily explained, as it is a rule in all western cities that the adult population is always greatly in excess of that of children. In these three schools there are twelve teachers engaged at a salary varying from \$480 to \$1,200, making an average of about \$600 to each teacher. The revenue raised by general taxation on the Protestant portion of the population in support of their schools now amounts to \$13,000. There is a separate school adjoining St. Mary's Church, and another in connection with St. Mary's Academy, that are largely attended, successfully conducted, and liberally supported.

The growth of church congregations has also been very rapid; it is but a very few years ago that church accommodation was very limited, and the number of worshippers also very small. Today there are several stately church edifices and others projected. The Presbyterians have Knox Church, a very fine building, costing \$25,000, and the Roman Catholics have St. Mary's Church, now approaching completion, valued at \$30,000, besides the Cathedral in St. Boniface. The Methodist Church of Canada have two churches—Grace and Zion—the latter being a handsome edifice. The Episcopalians have also two churches in the city—Holy Trinity and Christ's Church—besides St. John's Cathedral adjoining the northern suburbs. The Methodist Episcopal worship

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in Bethel, a neat little brick edifice, and the Baptists in a comfortable frame church on Rupert street. There are other institutions that might be enumerated, such as the Winnipeg and St. Boniface Hospitals, the Manitoba and Selkirk Clubs, the St. George's, St. Andrews, St. Patrick and St. Jean Baptiste Societies. The Grand Lodge of A. F. & A. M. has its head-quarters here, besides a number of subordinate lodges. The Grand Lodge of the Orange order of Manitoba is established here, with a number of affiliated lodges. The Independent Order of Oddfellows and Foresters have their institutions here, and there are temperance, literary, and scientific societies, besides a number of athletic and other clubs.

INDUSTRIAL AND OTHER PURSUITS.

The industries of the city are as yet in their infancy, but when the drawback occasioned by the scarcity of fuel is taken into consideration, it will be admitted that the record in this direction is a creditable one for two or three years. Within the last year or two there has been material progress made in both the character and design of many of the public and private buildings, in fact some have gone up this year that will compare favourably with those of any other city. A good class of artizans have arrived in the city, and in the general growth of the city their handiwork has been one of the principal elements in the success that has been attained. Three brick-yards have been established during the year, which, with one previously in operation, must have manufactured 3,000,000 brick this season. There are two grist mills, one foundry and machine shop, six steam saw mills and lumber establishments, two breweries, two malt houses, one distillery, two cigar manufactories, three furniture warehouses and manufactories, a soap factory, a biscuit factory, and also a number of carriage and blacksmithing establishments. In this connection it may be mentioned that five or six of the leading agricultural implement manufacturers have handsome warehouses, doing a rushing trade here; in fact, it may be stated, without fear of contradiction, that in no other place of the Dominion is there so large a trade done in farming implements as in Winnipeg. There are some thirty-five hotels in the city, some of which are very commodious houses, and a great improvement on what existed even three years ago. There are several daily newspapers, also a job printing establishment and a book bindery. There is a manufactory in which stone of a very good quality is made. There are, in addition to the above, a number of minor industries that neither time nor space will permit our referring to them in detail.

FINALE.

In conclusion we can only regret that we have to part with a subject of such vital importance and interest to our readers, and only do so because our limited space will not permit its being continued.

GAME.

Manitoba and the North-West is truly the sportsman's paradise. On our prairies and throughout the marshes waterfowl and prairie chickens are beyond all computation. Rabbits are in immense numbers wherever there is timber. Black bears are plentiful. Moose and cariboo are abundant in certain sections, but in such an immense country, and where game is so plentiful, it would be useless to commend any special sections.

PROVINCE OF KEEWATIN.

BRIEF SKETCH OF ITS MINERAL RESOURCES—TIMBER LIMITS—MILLING OPERATIONS—PROGRESS OF RAILWAY CONSTRUCTION.

The boundary line of the Province of Keewatin, which lies between Ontario and the Great Canadian Prairie Province, is still an unsettled question. The country of which the Province is made comprises little or no agricultural fitness, and is composed of rocks, timber, lakes, streams, marsh, and muskog. There are no settlements, save along the line of the C. P. R., stations having sprung up for the necessities of the railway, and around each a few houses have been built. During the past two years, however, important DISCOVERIES of GOLD and other minerals have been made, and on islands in the Lake of the Woods unusually rich veins of gold-bearing quartz have been found. Silver, copper, and coal have been found. A large number of claims have been staked out, and no doubt the proper appliances for successful mining will be introduced.

LUMBER BUSINESS.

The timber in this Province, which is thickly wooded, is not large, and comprises oak, spruce, tamarac, and—but upon this resource more than any other will the prosperity of the Province depend, adjoining as it does a prairie country. Several large mills are in operation. Timber limits have been taken up, and from this quarter Winnipeg and other towns and cities will draw their supply of wood and timber.

THE CANADA PACIFIC RAILWAY.

has been constructed as far east as Rat Portage, on the Lake of the Woods, and the probable boundary line of Keewatin, 140 miles from Winnipeg. Beyond this point the work is under contract, and is being pushed to completion. Upon these works a large number of laborers find employment at \$1.75 per day. It is expected that next year, upon the opening of navigation, through communication will be had with Thunder Bay or Prince Arthur's Landing by using the water stretches connecting the Eastern and Western divisions of the C. P. R., Thunder Bay Branch, now completed.

RAT PORTAGE

Is a thriving little village which has sprung into life like magic, contains a hundred buildings, is the headquarters of the con-

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tractors of section B, and shows every sign of active life. In the future it is predicted Rat Portage will be a milling and mining centre. Other stations along the line (see table of distances) have sprung into life as the construction of the road progressed, but are dying out, and will exist only as wayside stations. With its great mineral wealth and timber resources the Province of Keewatin will become an important territory in the confederated provinces.

ARRIVAL IN WINNIPEG.

A FEW HINTS AS TO WHAT THE NEW SETTLER SHOULD DO.

A very few years ago, when Winnipeg was a mere village, and before there was railway communication, the difficulties of the new-comer were of no slight importance, and frequently discouraged some of the hardiest and most determined pioneers, but to-day the traveller is landed here at a commodious railway station and delivered bag and baggage at a comfortable hotel as speedily and efficiently as in older cities. The majority of incoming settlers have made up their minds before reaching Winnipeg in what part of the country they will settle, but even to these, as well as those who have not so determined, a visit to the Government land office, and to the offices of the Hudson's Bay Company a visit of investigation, is advised, where maps can be seen and facts of importance learned from the officers in attendance. Both the offices of the Government and the Hudson's Bay land department are situated some distance down Main street, south of the business centre of the city.

At the office of the Hudson's Bay Company the visitor will be courteously received by an attentive officer who "knows every inch" of the country controlled and owned by this great corporation, and will advise the settler to the best and choicest locations. There is no attempt made to settle any one part of the country at the expense of another, and thoroughly impartial reports are submitted. Complete maps and plans are on view, and prompt information as to prices and terms of purchase are given unreservedly to the enquirer. As will be seen by the advertisements in another portion of this work, to which we direct attention, the Hudson's Bay Company has for sale two sections—Nos. 8 and 26—in every complete township as it is surveyed. Each section contains 640 acres. Over 500 townships have already been surveyed, containing about 10,000,000 acres, of which the Company own about 500,000 acres. The Hudson's Bay Company have also a large number of town lots in Winnipeg for sale on easy terms, as also in the thriving town of Portage la Prairie, on the C. P. R., 70 miles from Winnipeg; Rat Portage, on the Thunder Bay branch of the C. P. R., 140 miles from Winnipeg, where there are fine mill sites; at West Lynne, on the west side of the Red River, where there is a bridge; at Goschen, Prince Albert district, on the main Saskatchewan. Other towns will be laid out as settlement progresses. The title to the Hudson's Bay

Company is direct from the Crown, and all surveyed lands have been carefully reported on by competent surveyors.

These lands are the choicest lots in the country, and are offered for sale on exceedingly easy terms of payment. The prices range from \$3 to \$6 per acre and upwards, according to location and other circumstances. The terms of payment are remarkably easy, viz., one-eighth of the price in cash at the time of sale, and the balance in seven equal annual instalments, with interest at seven per cent. per annum on the amount due.

A purchaser of a farm of 160 acres, at, say, \$4 an acre, will only require to pay \$80 in cash, and an equal sum every year for seven years, with interest at seven per cent. per annum. A formal agreement is given him on the payment of the first instalment, which will be exchanged for a deed on the last payment being made.

HUDSON'S BAY COMPANY.

FARMING LANDS FOR SALE.

The Hudson's Bay Company now offer for sale farming lands in the districts of country described in the preceding pages.

They are the owners, under the Dominion Lands Act, of two sections in every surveyed township in the great fertile belt. Each section consists of 640 acres, and will be sold either in block or quarter sections of 160 acres each. In addition to these two sections in each township, a list is appended of lots owned by the Hudson's Bay Company, and which are now also offered for sale. They comprise some of the very best farms fronting on the Red and Assiniboine rivers. They include lands in the best prairie districts, capable of producing the largest and best crops of wheat, also land admirably adapted for cattle raising; and a large number of wood lots.

These lands are the choicest lots in the country, and are offered for sale on exceedingly easy terms of payment. The prices range from \$4 to \$6 per acre, and upwards, according to location and other circumstances.

The terms of payment are very easy, viz., one-eighth in cash at the time of sale, and the balance in seven annual instalments, with interest at seven per cent. per annum on the amount due.

The title to the Hudson's Bay Company is direct from the Crown.

The Company is having all its lots in the several townships, as fast as they are surveyed, reported upon by competent surveyors, so that purchasers can have correct information in regard to the lands they desire to purchase.

The sections in each township belonging to the Hudson's Bay Company are numbered 8 and 26.

The principal land office of the Company is in Main street, Winnipeg, where full information can be obtained by settlers and parties desiring to purchase lands. An office is also open at St. Peter street, Montreal, where full information can also be had.

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The following sections are taken here and there from the reports of the inspectors sent by the Company to examine their lands. The descriptions can be relied on, as they are made from an actual visit to the section.

These sections are selected in the different districts of the country, to which the attention of intending settlers is drawn by their fertility and adaptability for agricultural purposes.

TURTLE MOUNTAIN DISTRICT.

Tp. 3, R. 21 W., Section 8.—This section is all fine prairie, with an excellent soil; there is a fine creek running through it, which affords splendid water. There is some good oak on the banks of the creek which will furnish fuel for some time. The section is beautifully situated, and would make an excellent farm either for agricultural or stock-raising purposes.

Tp. 2, R. 22 W., Section 8.—This section is well adapted for stock-raising, being rolling prairie with some bluffs of poplar and oak, affording shelter; there is a good stream of pure water known as "Whitewater Creek" running through it. The Inspector who examined this section says of it, "The above section would make an excellent stock farm. It is beautifully situated, and commands an extensive view of the surrounding country." The soil is rich loam of excellent quality.

Tp. 2, R. 16 W., Section 8.—Level open prairie traversed by Long river, a stream of good pure water. There are a few oaks and elms on the banks of this stream, about 20 acres in all, quite enough to furnish firewood for a long time. Also a few acres of good hay land on this section. The soil is a light loam of excellent quality.

In this district the Company also own a number of well wooded sections, which will be subdivided into twenty-acre lots, and sold at reasonable figures, to enable settlers who have prairie farms to secure a wood lot in connection with their farm.

ROCK LAKE DISTRICT.

Tp. 4, R. 14 W., Section 26.—Fine level prairie, a few small bluffs of poplars and willows, and also some hay land; the soil is good black loam, of good quality. This section would make a fine farm.

Tp. 3, R. 13 W., Section 26.—Is all fine level prairie, with a few small bluffs of poplar, not large enough for building, but well suited for fencing, rafters, etc. The soil is of excellent quality, and almost the whole of the section could be ploughed. The following is an extract from the report of the Inspector who visited this section: "The above is beautifully situated, and is surrounded by a very fine country, well settled. The soil is light; but very good. The poplar is small, but splendid for fencing or rafters."

The Company also own many other valuable sections in this

district, descriptions of which can be had at their offices. This is a well settled and well farmed section of country, and near the proposed line of the South-Western Railway.

PEMBINA MOUNTAIN DISTRICT.

Tp. 2, R. 4 W., Section 8.—High, dry, level prairie—the whole of this section might be ploughed. The soil is of excellent quality, being rich, black loam. There is a fine creek running on the south side of this section, affording excellent water. No wood on the section, but wood lots are to be had in the vicinity. This section, as a whole, would make an excellent farm; the purchaser would then have the creek to himself.

Tp. 2, R. 7 W., Section 26.—Gently rolling prairie, high and dry. Soil, rich black loam. This is one of the finest sections in the district. There is a store, post office, and school within a half mile of this section. Wood, both for fuel and building, is to be had in the vicinity.

Tp. 2, R. 4 W., Section 26.—This section is nearly all level dry prairie, and might, with the exception of a few acres of hay land, all be ploughed. The soil is a rich black loam, of good depth, and capable of yielding large crops. Extract from Inspector's report: "The above is a very desirable section; the section south of it is low and wet; all the other sections in the vicinity are dry and good."

LITTLE SASKATCHEWAN DISTRICT.

Tp. 13, R. 21 W., Section 26.—Rolling prairie, with a small amount of scrub; there are a few small hay meadows, about 15 acres in all. The soil is heavy loam, with clay subsoil, very rich; a few bluffs of poplar suitable for rails. This section is about 8 miles from Rapid City, and, as this affords a good market for produce growers, it is one of the most desirable sections in the country.

Tp. 15, R. 20 W., Section 26.—This section is lightly undulating land, free from scrub. There is some splendid hay land, about 50 acres in all. The soil is rich black loam, which would raise large crops. Although there is no wood on this section, an abundance is to be had in the neighborhood. This section is near Rapid City, on the Little Saskatchewan.

Tp. 16, R. 22 W., Section 8.—Rolling prairie, with about 80 acres of hay land, and 40 acres of good poplar of a superior quality, suitable for building and fencing. The soil is a rich black loam, very good. The shelter afforded by the timber, and the large amount of good hay, make this section particularly valuable for stock-raising, wheat is the most profitable class of farming in the country. The hay requires no attention, as it is a natural growth.

Tp. 15, R. 17 W., Section 26.—Gently rolling prairie with slope southward, the greater part of this section is fit to plough, the remainder is covered with bluffs of poplar, some of which is large enough for building purposes, and furnishing an abundance of wood for fuel. The south-east quarter is traversed by Stony Creek a

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Tp. 12, R. 19, Section 8.—Lightly rolling prairie, perfectly dry, small amount of scrub, but no wood of any size. The soil is good black loam, averaging about eleven inches in depth, with clay subsoil. There is a splendid view from this section of Grand Valley and the Brandon Hills.

Tp. 12, R. 21, Section 8.—High, dry, clean prairie, no scrub; soil black rich loam, fifteen inches in depth. Section is only three-quarters of a mile from the Little Saskatchewan River, and is quite near the steamboat landing on the Assiniboine River. The section is beautifully situated, and commands an extensive view of the surrounding country.

This is one of the finest districts in which lands are open for settlement. In addition to the foregoing sections, the Company own a very large number of valuable farms, many of which are the best in the townships in which they are situated. Persons buying farms in this section of country from the Company have the advantage of being in a well-settled district, and also the additional advantage of being close to stores, post office, saw and grist mills, etc., and also of having a good market for their farm produce. A very large percentage of the immigration of the past few years has gone into this district of country, which, for the fertility of its soil, and general fitness for agriculture, cannot be excelled in the territories.

BIRD TAIL DISTRICT.

Tp. 12, R. 23, Section 26.—Lightly rolling prairie, with general easy slope to south. The land is all perfectly dry, and the soil a good loam, with sandy subsoil. Oak River, which runs in a south-westerly direction, passes near to the south-east corner. This section could be ploughed throughout, and, being well situated, with regard to drainage, would make a very desirable farm.

Tp. 15, R. 24 W., Section 26.—This section is high rolling prairie, with about thirty acres of hay land, and thirty acres of small poplar. The soil is a rich sandy loam, with clay subsoil. Almost the whole section might be ploughed, and would make a fine farm.

Tp. 15, R. 23 W., Section 26.—Rolling land with some hay meadow, and a considerable amount of timber. It is traversed by Oak River, a stream of good water. The soil is splendid black loam, capable of producing the finest crops. This section is only a few miles from Shoal Lake, where there is a store and post office, and is also within easy reach of the grist and saw mills now being erected by the Company at the Riding Mountains.

Tp. 16, R. 24 W., Section 26.—Lightly rolling land, with some hay meadow; there are a few scattered trees, quite enough to furnish fuel for some time. The soil is good loam, with clay subsoil. This section is one and three-quarter miles from Shoal Lake, and is also within a few miles of the Riding Mountain mills.

Tp. 14, R. 25, Section 26.—High rolling prairie, with some small

amount of hay; no scrub. The whole of the section might be ploughed. The soil is good black loam of superior quality. There is no wood on the section, but an abundance is to be had in the vicinity. The Saskatchewan trail to Birtle passes near this section.

This section of country is one which has attracted a great deal of attention during the past year as being particularly well adapted for farming. There have been a large number of farms taken up, and houses built, and the district shows every sign of becoming very prosperous. At the village of Birtle, at the intersection of the main road and the Bird Tail Creek, there is a branch of the Land Office, also post office, stores, &c.

BIG PLAINS DISTRICT.

Tp. 15, R. 15 W., Section 8.—This section is situated near the North Saskatchewan trail; it is traversed by a creek of good spring water, with a few good-sized poplars on the banks of the creek, suitable for farming and building purposes. The soil is good heavy loam, with clay subsoil. The section is beautifully situated, and would make a splendid home for some energetic farmer.

Tp. 15, R. 16 W., Sec. 26.—This section is traversed by Stony Creek, a beautiful stream of clear running water, affording water power enough to run any sort of farm machinery. The soil is of excellent quality, being heavy black loam. There is no wood on the section, but there is an abundance near at hand, the section being situated on the spur of the Riding Mountains, about ten miles from the Little Saskatchewan, at which point there are large grist and saw mills in operation, and where the highest price is paid for farm produce.

The above sections are at the northern limit of "Big Plains" proper. This district is thought much of by practical persons who have visited it. The land is dry and good, and raises excellent crops. The company have many fine sections for sale in this district at very moderate figures.

The foregoing sections are given to show the different sorts of land owned by the company in the districts specified. In addition to those given, the company own large numbers of sections throughout the country, quite as good as those of which the description is given. There has been large tracts of country surveyed during the past season, in the Souris district, and also to the west and north of Fort Ellice, on the Assiniboine. The land belonging to the Hudson's Bay Company in these sections of country will probably be in the market by the Spring.

It is of course impossible, within this limited space, to give descriptions of many of the sections owned by the company, but as we have each of the sections inspected in all the townships, and reports made on them, a correct idea of the nature of the land, quality of soil, etc., can be given to any one wishing to buy any part of the country.

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SCHEDULE OF FARMS FRONTING ON THE RED AND ASSINIBOINE RIVERS.

Lot No.	Locality.	Area (Acres).	Remarks.
132	Parish of St. Agathe.....	151 00	
168	" "	68 50	
176	" "	105 00	
184	" "	144 00	
186	" "	144 00	
188	" "	137 50	
190	" "	131 00	
192	" "	128 00	
194	" "	126 00	
196	" "	127 00	
198	" "	128 00	
207	" "	80 00	
209	" "	74 60	
211	" "	79 00	
215	" "	151 50	
244	" "	123 00	
271	" "	172 00	
274	" "	119 00	
278	" "	181 00	
280	" "	181 50	
282	" "	180 00	
284	" "	104 00	
286	" "	107 00	
288	" "	107 50	
290	" "	153 00	
292	" "	167 00	
433	" "	132 00	
435	" "	132 50	
437	" "	133 00	
439	" "	135 00	
441	" "	140 00	
455	" "	137 00	
456	" "	151 00	
506	" "	161 00	
610	" "	160 00	
632	" "	164 00	
740	St. Norbert.....	175 00	
86	St. Boniface	19 00	
96	Baie St. Paul	115 00	
76	" "	174 00	
97	" "	140 00	
119	" "	96 60	
120	" "	98 00	
121	" "	96 00	
122	" "	96 00	
1	High Bluff	8 00	Wood lot.
21	" "	20 00	"
40	" "	20 00	"

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SCHEDULE OF FARMS, ETC.—Continued.

Lot No.	Locality.	Area (Acres).	Remarks.
61	High Bluff	20 00	Wood lot.
81	“	20 00	“
701	“	20 00	“
121	“	23 00	“
4	Poplar Point	120 70	
13	“	20 00	Wood lot.
33	“	20 00	“
53	“	20 00	“
73	“	20 00	“
93	“	42 00	“
G.	“	10 40	“
20	Portage La Prairie	93 00	“
16	“	20 00	“
36	“	20 00	“
56	“	20 00	“
76	“	20 00	“
96	“	20 00	“
176	“	20 00	“
196	“	20 00	“
276	“	20 00	“
336	“	21 00	“
356	“	20 00	“
71	St. Anne	115 00	“
74	“	75 60	
22	Parish of Westbourne	195 00	
23	“	97 00	
24	Westbourne, County of Marquette	145 80	
23	Parish of Portage La Prairie	229 53	
139	Lane's Post	198 00	
60	Parish of St. Anne's, Co. of Provencher..	323 00	
5	Oak Point, East Marquette	333 75	
123	Parish of Baie St. Paul	786 47	

All the foregoing lots are, in addition to the two sections, 8 and 26, in each complete surveyed township.

Many of the lots owned by the Company in the parishes given in the preceding pages are well adapted for farming. Among these lots, Nos. 433, 435, 437, 439, 441, in the Parish of St. Agathe, may be mentioned. These lots are situated on the west side of the Red River, about 10 miles from the town of Morris. The lots are high and dry, with slope to the river; the soil is of excellent quality, being the heavy black loam peculiar to the valley of the Red River. The lots adjoin each other, making a block of 672 acres. This land, with a small outlay of capital, would make one of the finest farms in the Province.

Lot No. 132, containing 151 acres, in this parish, may also be mentioned. It is situated about 12 miles from the towns of West

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SCHEDULE OF LANDS—Continued.

No. of Township.	Range.	Sections, or part of Sections.	Area (acres).	Remarks.	No. of Township.
7	3 East	26	640 00		
8	3 "	7, S.W. $\frac{1}{4}$	160 00		15
8	3 "	25, N.W. $\frac{1}{4}$	160 00		16
9	3 "	6, S.W. $\frac{1}{4}$	160 00		17
10	4 "	8, S. $\frac{1}{4}$	320 00		18
10	4 "	26, W. $\frac{1}{2}$	320 00		19
11	1 "	26, S.E. $\frac{1}{4}$	160 00		20
11	1 "	26, W. $\frac{1}{2}$	320 00		21
11	2 "	8, E. $\frac{1}{2}$	320 00		22
11	4 "	8	640 00		23
11	4 "	26, S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$	480 00		24
12	3 "	8, W. $\frac{1}{2}$	320 00		42
14	4 "	8	640 00		16
14	4 "	26, W. $\frac{1}{2}$	320 00		16
14	6 "	8, E. $\frac{1}{2}$	320 00		16
14	6 "	8, E. $\frac{1}{2}$ of W. $\frac{1}{2}$	160 00		17
14	6 "	26, S. $\frac{1}{2}$	320 00		15
14	6 "	26, N.W. $\frac{1}{4}$	160 00		16
15	4 "	8	640 00		17
15	4 "	26, S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$	480 00		15
15	6 "	8, E. $\frac{1}{2}$	320 00		16
15	6 "	8, E. $\frac{1}{2}$ of W. $\frac{1}{2}$	160 00		17
15	6 "	26	640 00		15
10	1 West	8	640 00		16
11	1 "	26, N. $\frac{1}{2}$	320 00		17
11	2 "	8	640 00		13
11	5 "	8	640 00		14
11	5 "	26, S.W. $\frac{1}{4}$	160 00		18
11	6 "	8, S. $\frac{1}{2}$	320 00		19
11	6 "	8, N.W. $\frac{1}{4}$	160 00		19
11	7 "	4, N. $\frac{1}{2}$	320 00		20
11	8 "	8	640 00		14
11	8 "	26, S. $\frac{1}{2}$	320 00		15
11	8 "	26, N.W. $\frac{1}{4}$	160 00		16
12	2 "	26	640 00		17
12	3 "	8	640 00		18
12	4 "	8	640 00		19
12	5 "	19, S.E. $\frac{1}{4}$	160 00		13
12	6 "	8	640 00		15
12	6 "	26, S. $\frac{1}{2}$	320 00		16
12	7 "	8, W. $\frac{1}{2}$	320 00		16
12	7 "	8, N.E. $\frac{1}{4}$	160 00		17
12	7 "	26, S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$	480 00		20
13	4 "	8, N. $\frac{1}{2}$	320 00		15
13	4 "	8, S.W. $\frac{1}{4}$	160 00		17
13	4 "	26, S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$	480 00		18
13	3 "	8	640 00		46
13	3 "	26, S. $\frac{1}{2}$	320 00		
8	7 "	26	640 00		46
8	7 East	15, N.W. $\frac{1}{4}$	160 00		
8	6 "	8	640 00		45
13	3 "	8 & S.W. $\frac{1}{4}$ of 26	800 00		45
14	3 "	8, S. $\frac{1}{2}$	320 00		46

SCHEDULE OF LANDS—Continued.

No. of Township.	Range.	Sections, or part of Sections.	Area (acres).	Remarks.
15	3 East	26	640 00	
16	3 "	W. $\frac{1}{2}$ of W. $\frac{1}{2}$ of 8 & 26	725 00	
17	4 "	Sec. 8 & Sec. 26	725 00	
18	4 "	8	640 00	
19	4 "	8	640 00	
20	4 "	8	640 00	
21	4 "	8 & 26, Frac.	670 00	
22	4 "	8	640 00	
23	4 "	8	640 00	
24	4 "	8 & S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$ of 26	1120 00	
12	5 "	8 & S. $\frac{1}{2}$ of 26	960 00	
16	6 "	8, S.W. $\frac{1}{4}$	160 00	
15	7 "	Sec. 8 & Sec. 26	1280 00	
16	7 "	26, S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$	480 00	
17	7 "	26	640 00	
15	1 West	8 & S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$ of 26	1140 00	
16	1 "	N.E. $\frac{1}{4}$ 8, Frac., Sec. 36	687 00	
17	1 "	8 & S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$ of 26	1120 00	
15	2 "	8, Frac.	26 70	
16	2 "	26, W. $\frac{1}{2}$ Frac.	87 60	
17	2 "	8	640 00	
15	4 "	26	640 00	
16	4 "	26	640 00	
17	4 "	8, Frac., & Sec. 26	735 00	
13	5 "	8 & 26	1280 00	
14	5 "	8 Frac. & S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$ 26	971 00	
18	5 "	26, S. $\frac{1}{2}$	318 00	
19	5 "	26	640 00	
19	6 "	26, Frac.	389 00	
20	6 "	8, Frac., & 26	802 00	
14	8 "	8	640 00	
15	9 "	8 & 26, Frac.	953 25	
16	9 "	8 & 26	1280 00	
17	9 "	8 & 26, Frac.	836 00	
18	9 "	8	640 00	
19	9 "	8	640 00	
13	10 "	8, S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$	480 00	
15	10 "	8 & S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$ of 26	1120 00	
16	10 "	8 & S. $\frac{1}{2}$ of 26	960 00	
16	11 "	8	640 00	
17	10 "	8 Frac. S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$ 26	677 50	
20	10 "	8, S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$ of 26	1120 00	
15	11 "	8	640 00	
17	11 "	8	640 00	
18	11 "	8 & S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$ of 26	1120 00	
46	25 " of 2nd prim. meridian	River Lots, 49 to 52 in.	538 00	
46	26 West	8, Frac., & River Lots, 29 to 32 in.	592 25	
45	27 "	8 Frac. & S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$ 26	870 50	
45	28 "	S. $\frac{1}{2}$ 26, Frac.	210 10	
46	28 "	S. $\frac{1}{2}$ & N.W. $\frac{1}{4}$ of 26	480 00	

CITY AND TOWN LOTS.

The Hudson's Bay Company have also a large number of lots for sale in the City of Winnipeg, which has now a population of upwards of 10,050 persons.

These lots are situated in the best and healthiest part of the city, and are being rapidly disposed of, at moderate prices.

The terms of payment are one-fifth in cash at the date of the purchase, and the balance in four equal annual instalments with interest at 7 per cent. per annum.

The Company has also laid out town plots at various other places, where also lots are being sold on terms of payment similar to those at Winnipeg.

A town has thus been laid out at West Lync, on the west side of Red River, next to the boundary of the United States, and where a considerable number of lots have already been sold.

Another has been laid out at Rat Portage, where a station has been established on the line of railway from Winnipeg to Thunder Bay. Large lumber mills are now being built in the vicinity of the place, and there is a valuable extent of water-power privilege, belonging to the Hudson's Bay Company, admirably adapted for grist mills, etc.

At Portage la Prairie, 70 miles west of Winnipeg, a town has been in existence for some time, and a considerable number of lots sold. This is on the line of railway running westward of Winnipeg, and is the centre of a splendid farming country.

The town of Goshen is now also being surveyed and laid out at Prince Albert district on the main Saskatchewan River. This town will be the emporium for a large and rapidly increasing wheat-growing and cattle-raising district.

Other towns will be laid out as settlement progresses, and the necessity for them becomes apparent.

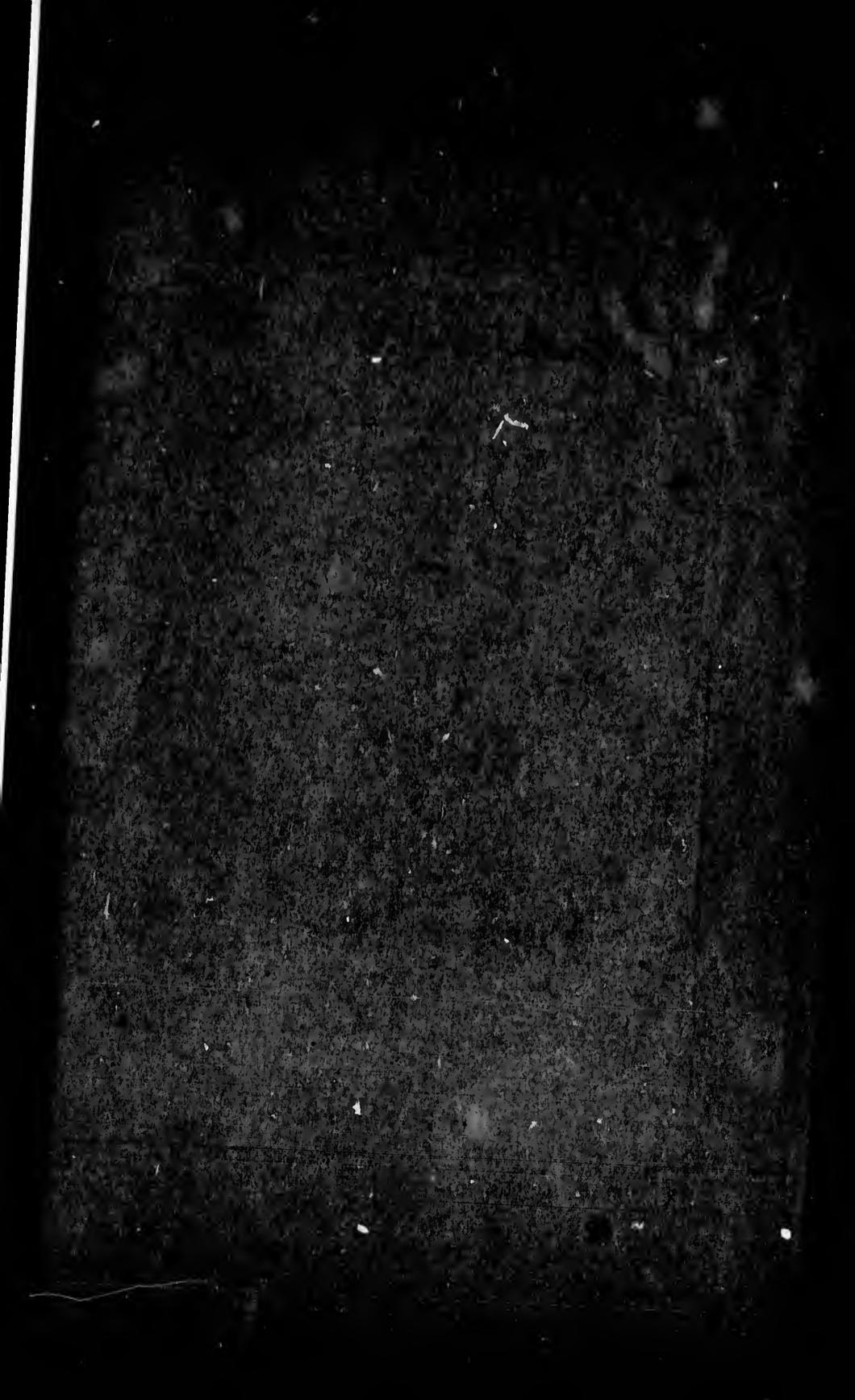
At each of the towns already laid out, excellent stores are owned by the Hudson's Bay Company, where goods of the best quality can be purchased on reasonable terms.

Grist mills are also in process of construction at various places for the accommodation of settlers, and where grain is purchased.

Letters addressed to the undersigned will be promptly replied to, and every information given to parties desiring to settle on these productive lands.

C. J. BRYDGES,

Land Commissioner, H. B. Co.



Chisholm & Dickson,

**275 MAIN STREET,
WINNIPEG, MAN.,**

BOOKSELLERS, PUBLISHERS, STATIONERS,

AND

GENERAL NEWS DEALERS,

PUBLISHERS OF A VALUABLE

HAND-BOOK

AND

PRACTICAL GUIDE

FOR MANITOBA

AND THE

NORTH WEST **T**

**Containing Railroad Time-Tables, Table of Dis-
tances, Concise Gazetteer of Cities, Towns and
Villages, Winnipeg 1871 to 1881**

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GUIDE

TO

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AND THE

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WITH TEXT OF

THE DOMINION LAND LAWS.

EXTRACTS FROM

Surveyor's Reports of Townships Surveyed

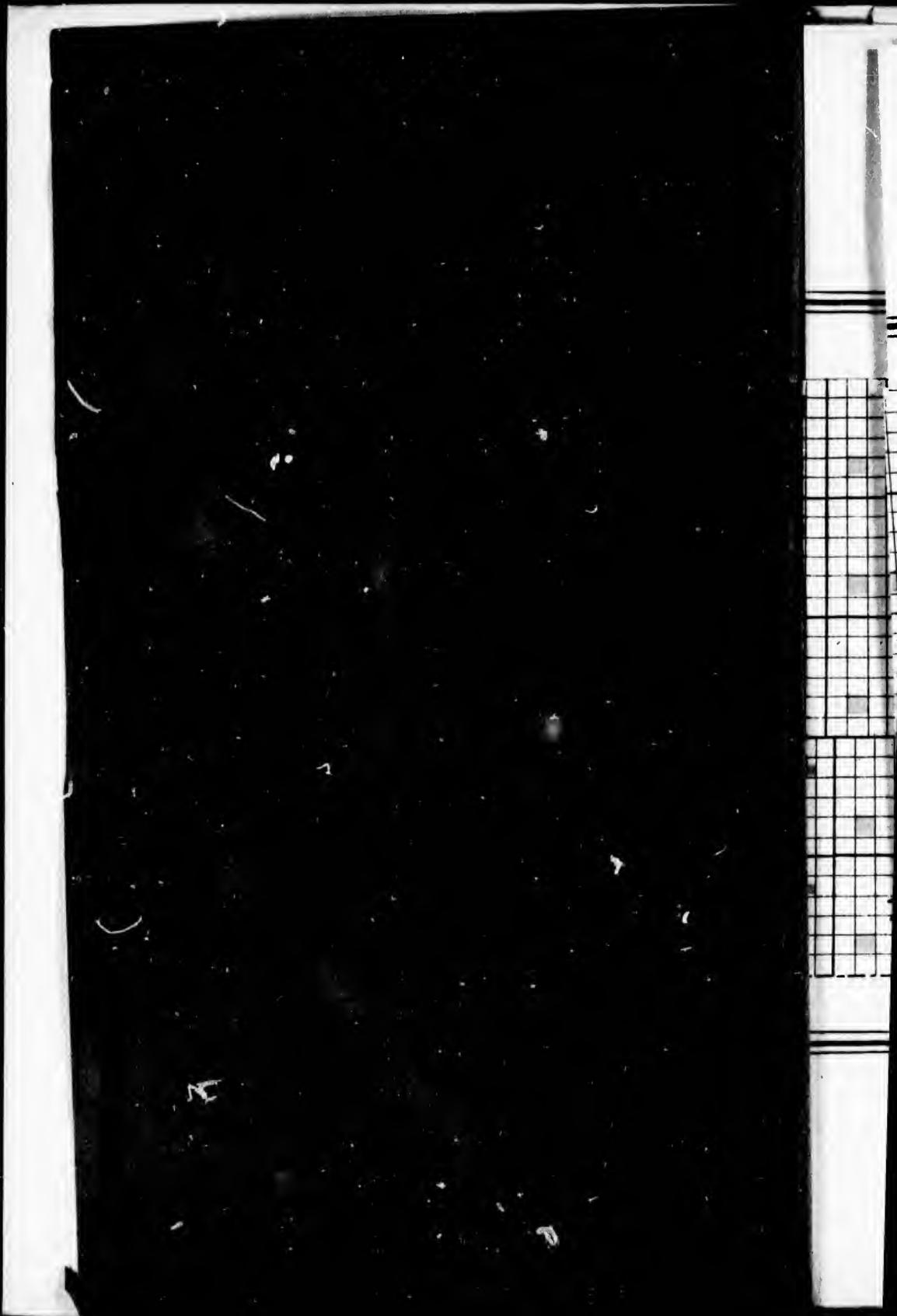
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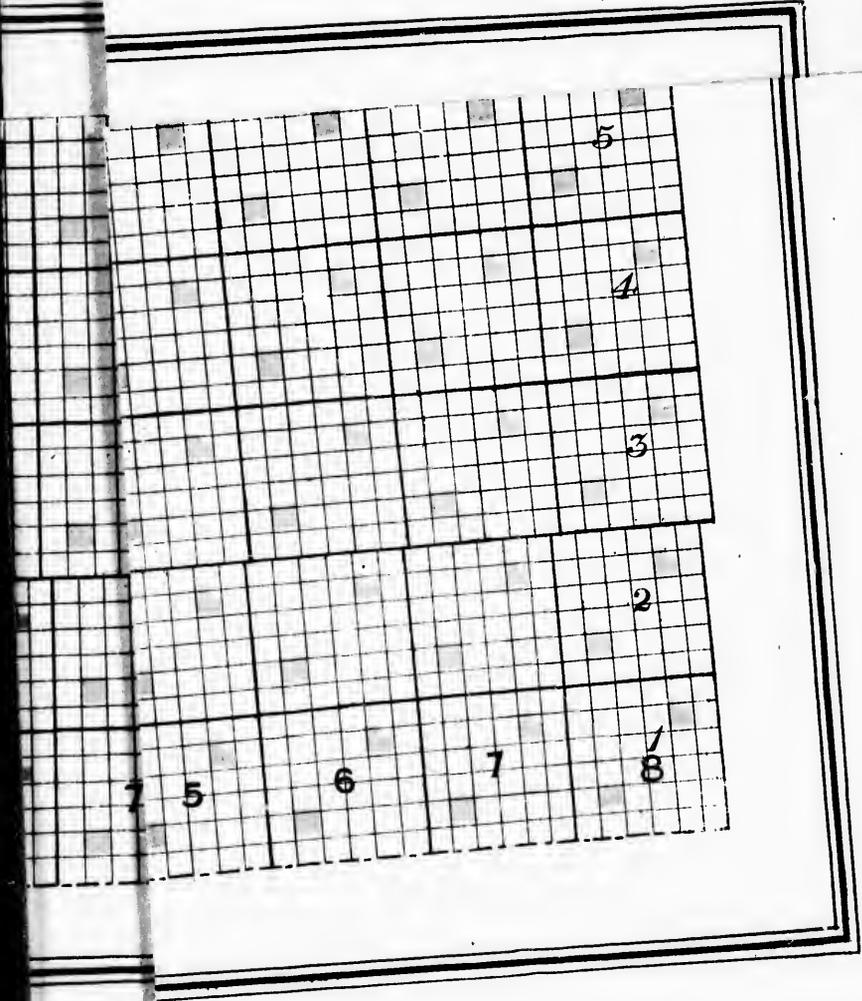
MANITOBA, KEEWATIN, AND NORTH-WEST
TERRITORIES.

WINNIPEG:

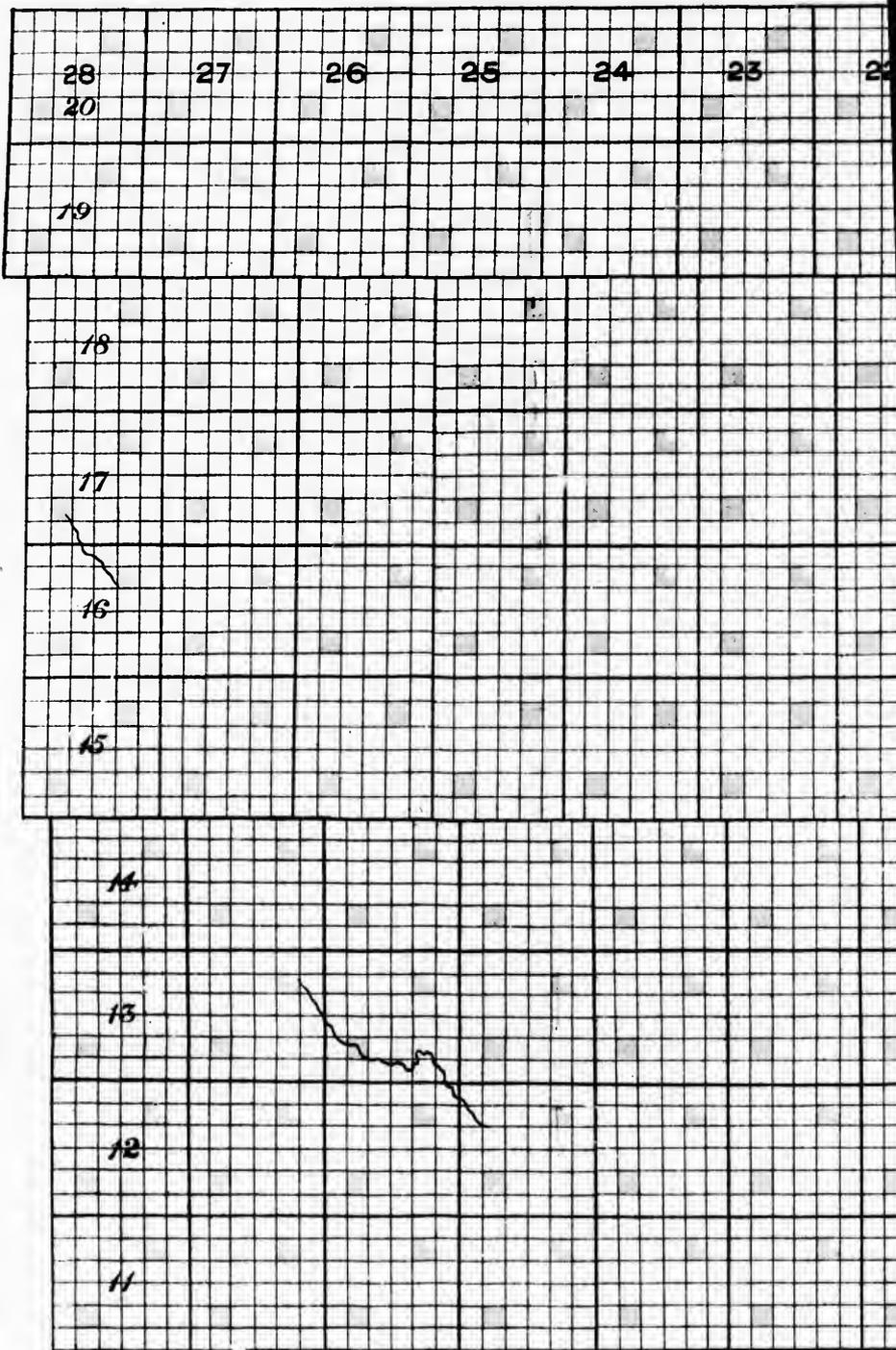
CHISHOLM & DICKSON, PUBLISHERS.

1881.

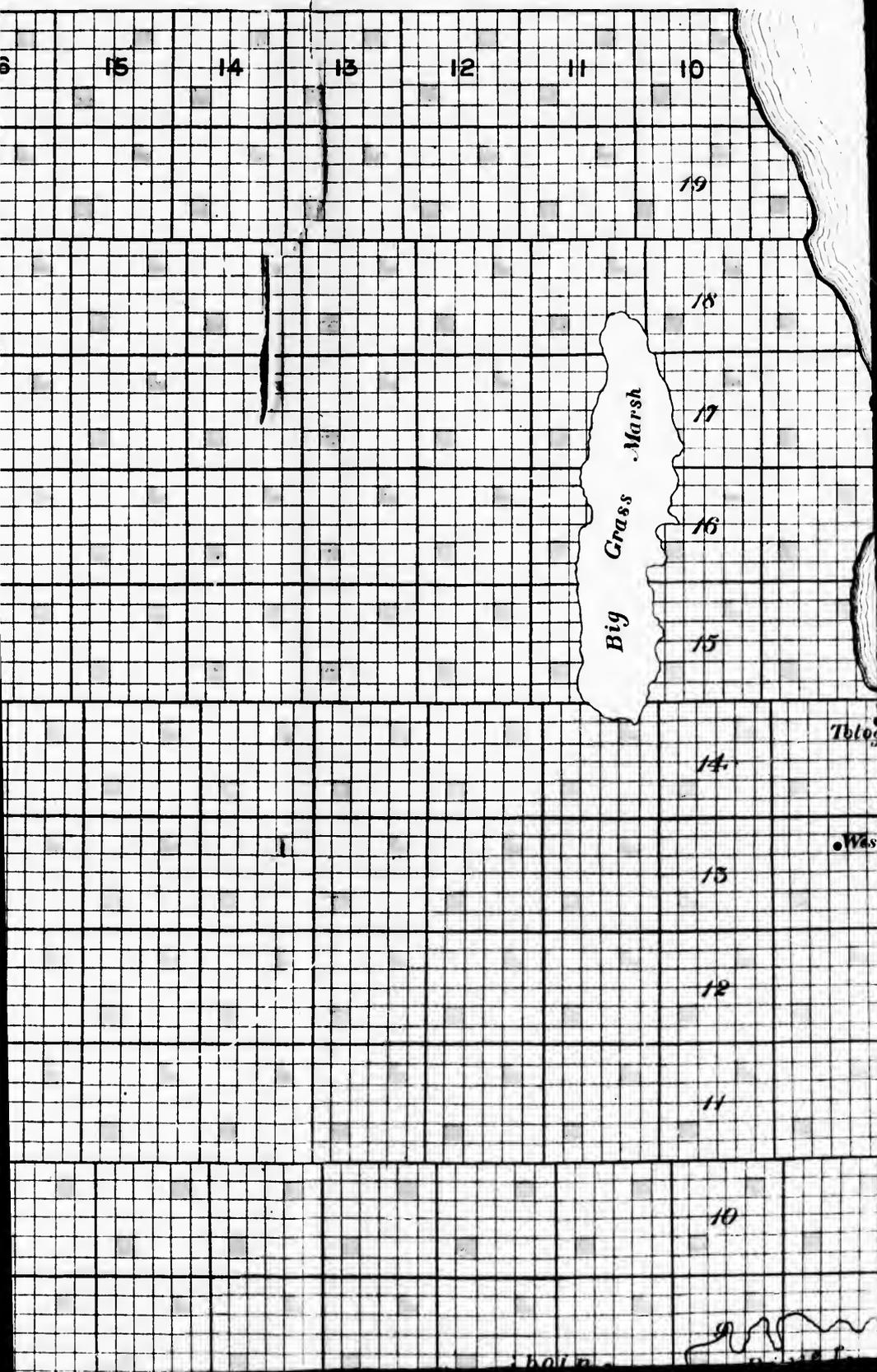




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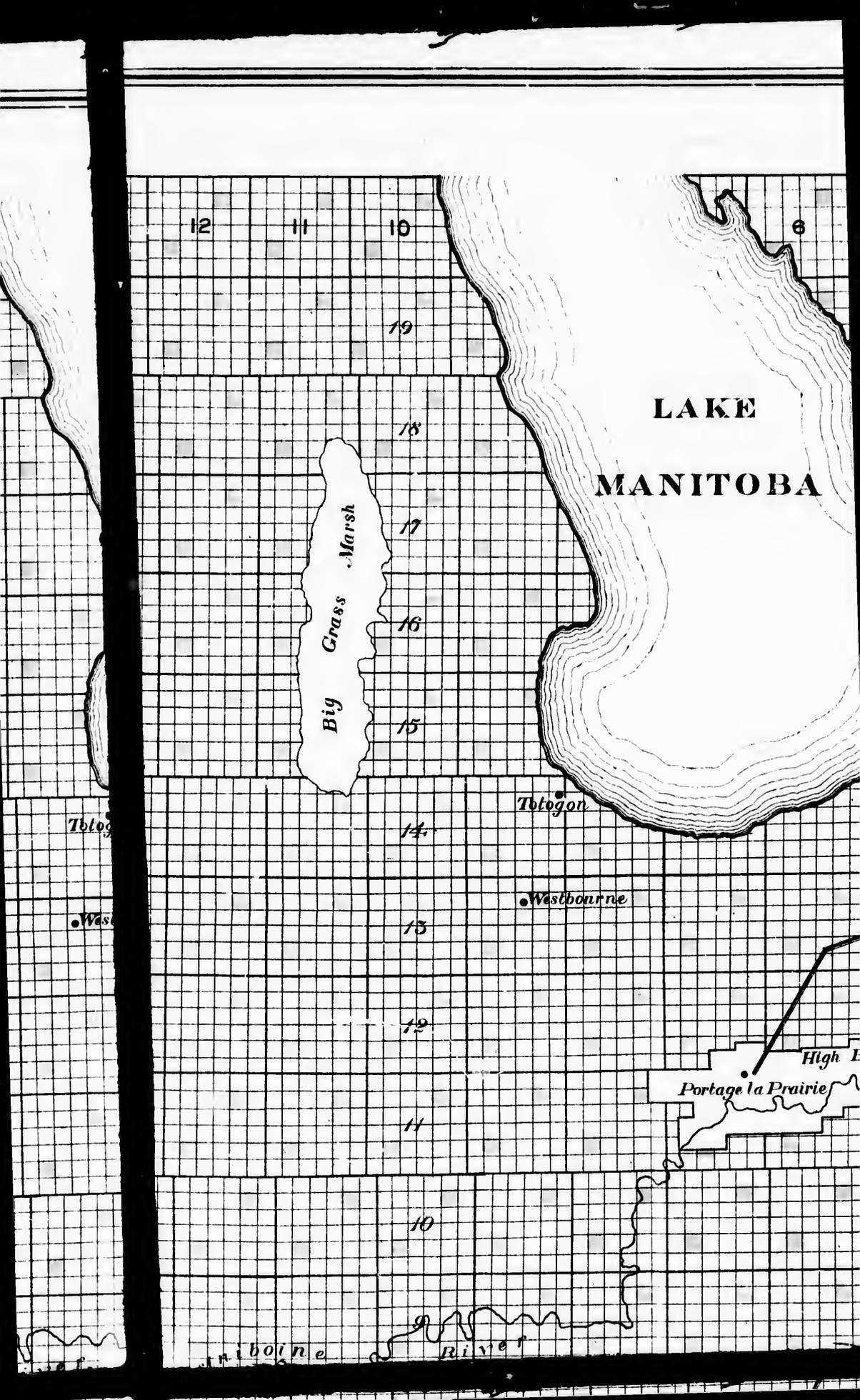
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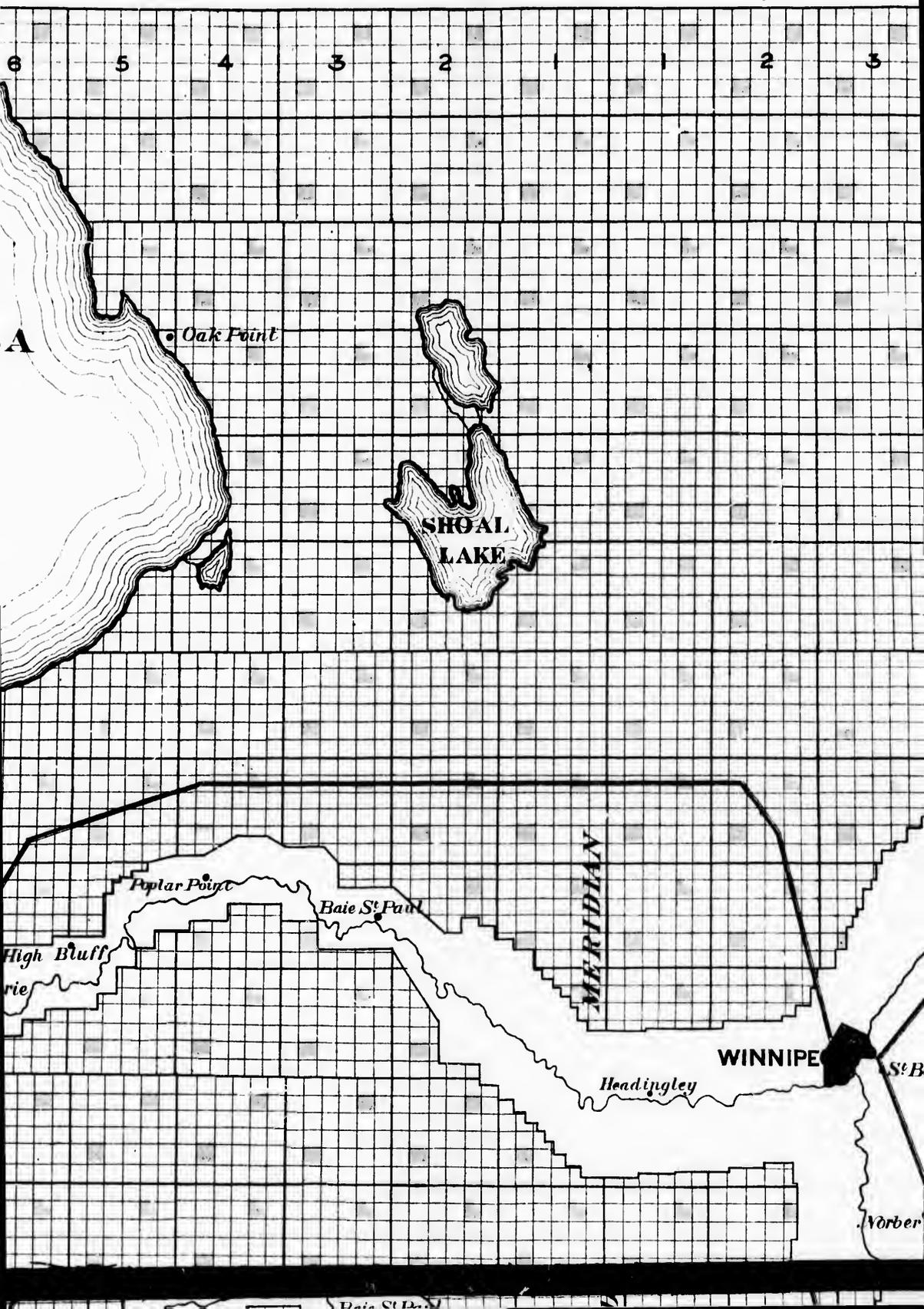
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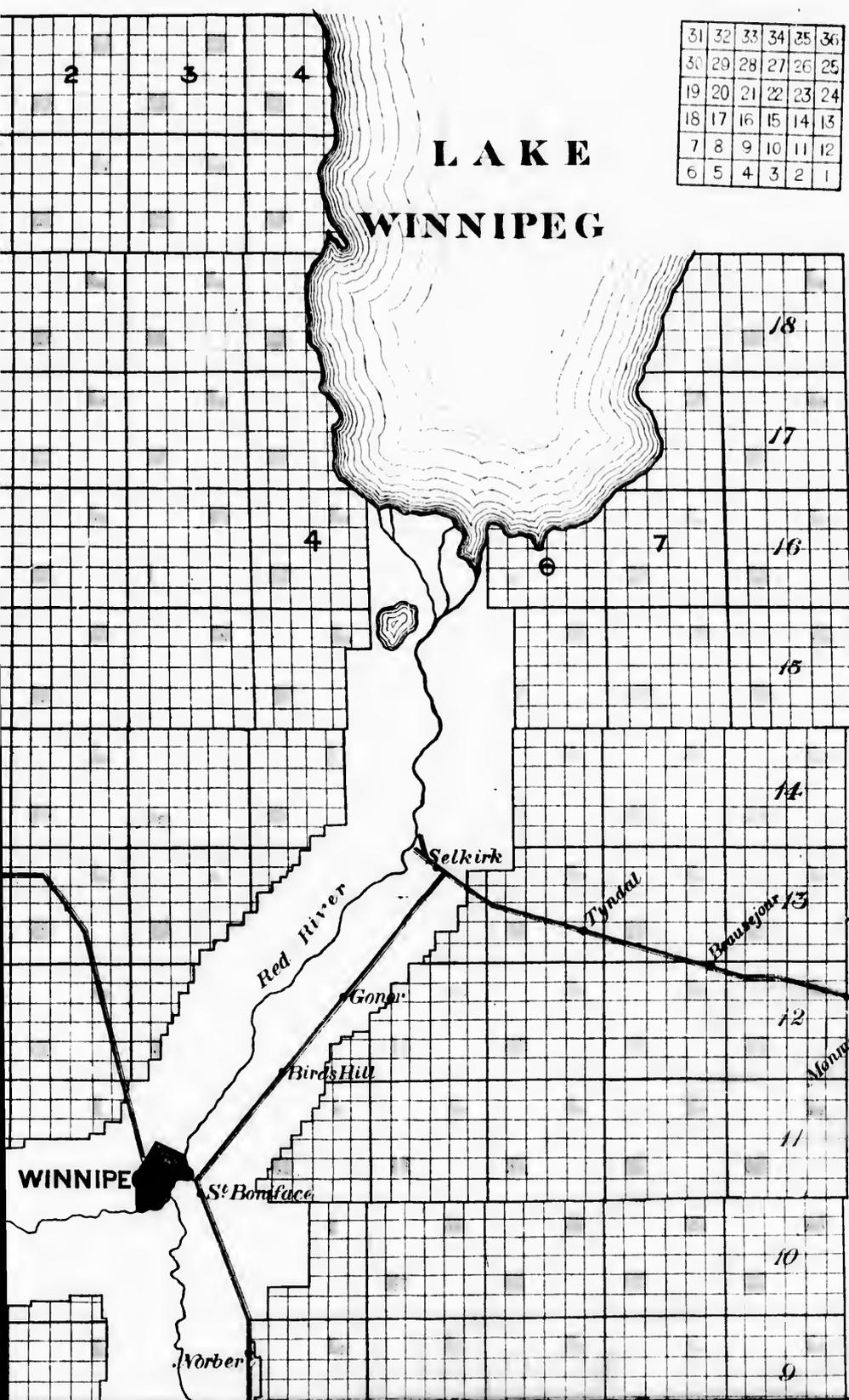
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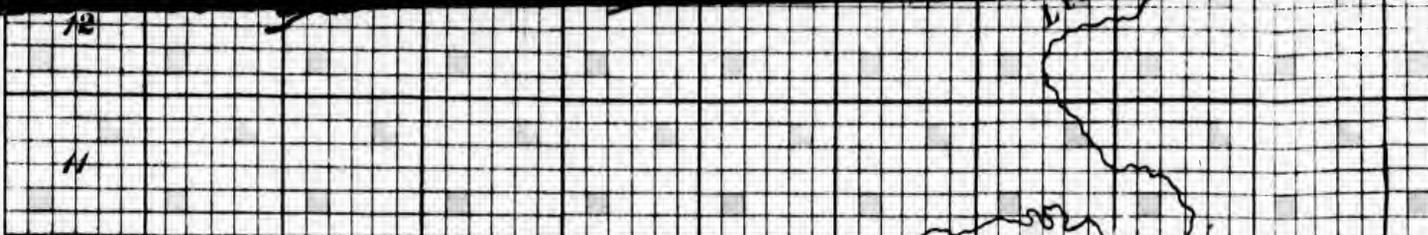
Totogon

Westbourne

Westbourne







PLAN OF PART OF
MANITOBA & N.W. TERRITORY
SHEWING
Sections belonging to Hudson's Bay Co.
IN TOWNSHIPS SURVEYED

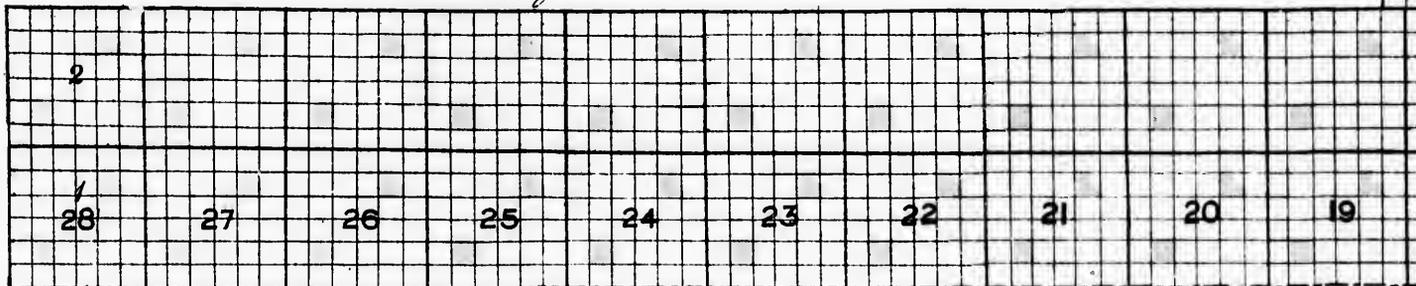
Scale, 1 Inch, 8 Miles.

H.B.Co's SECTIONS SHEWN THUS

*Survey Office, Hudson's Bay Co.
Winnipeg, 1881*

C. P. Bayda
Land Commissioner, Hudson's Bay Co.

J. Dennis Jr.
Dom. Topograph. Surveyor.



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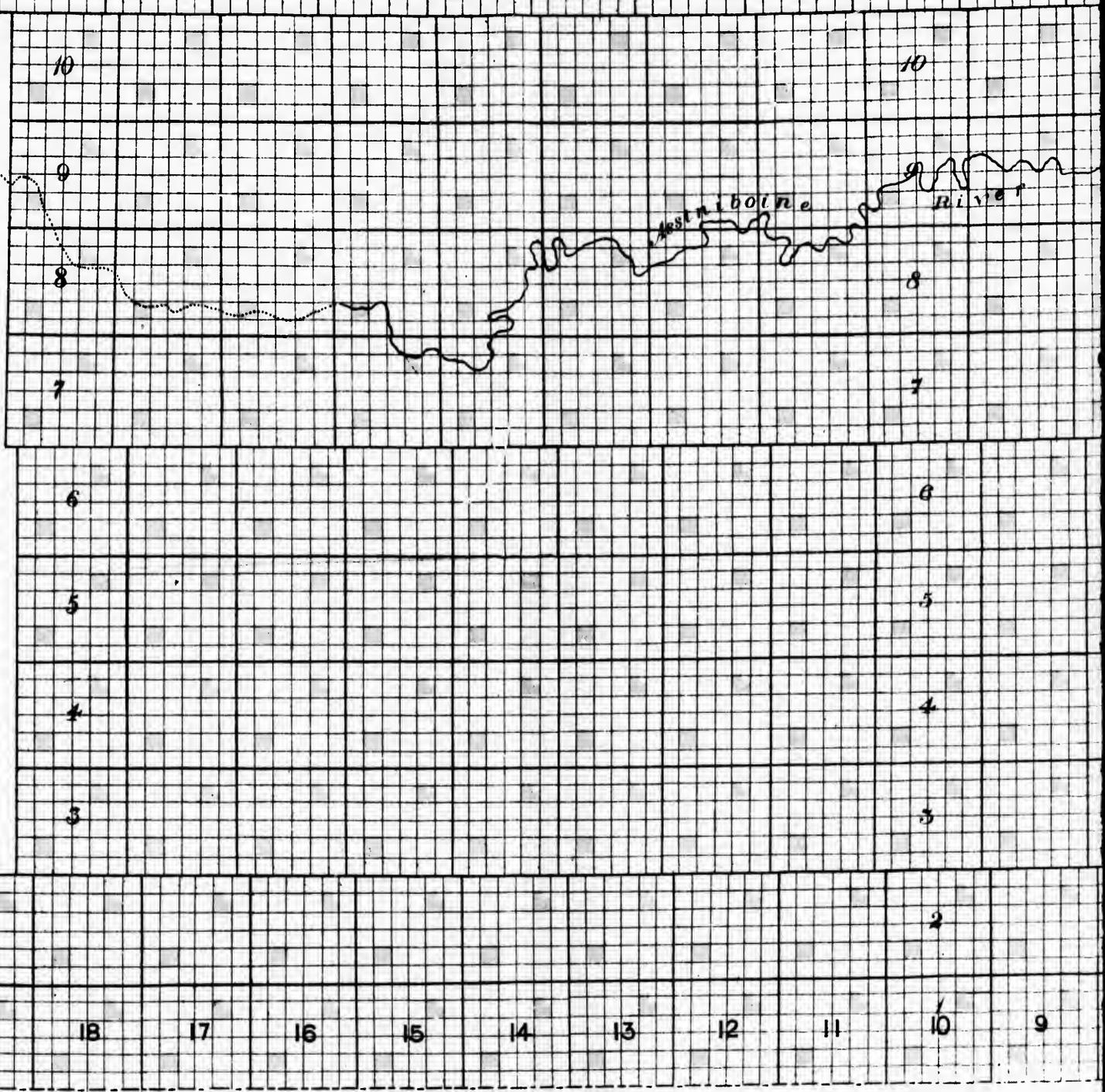
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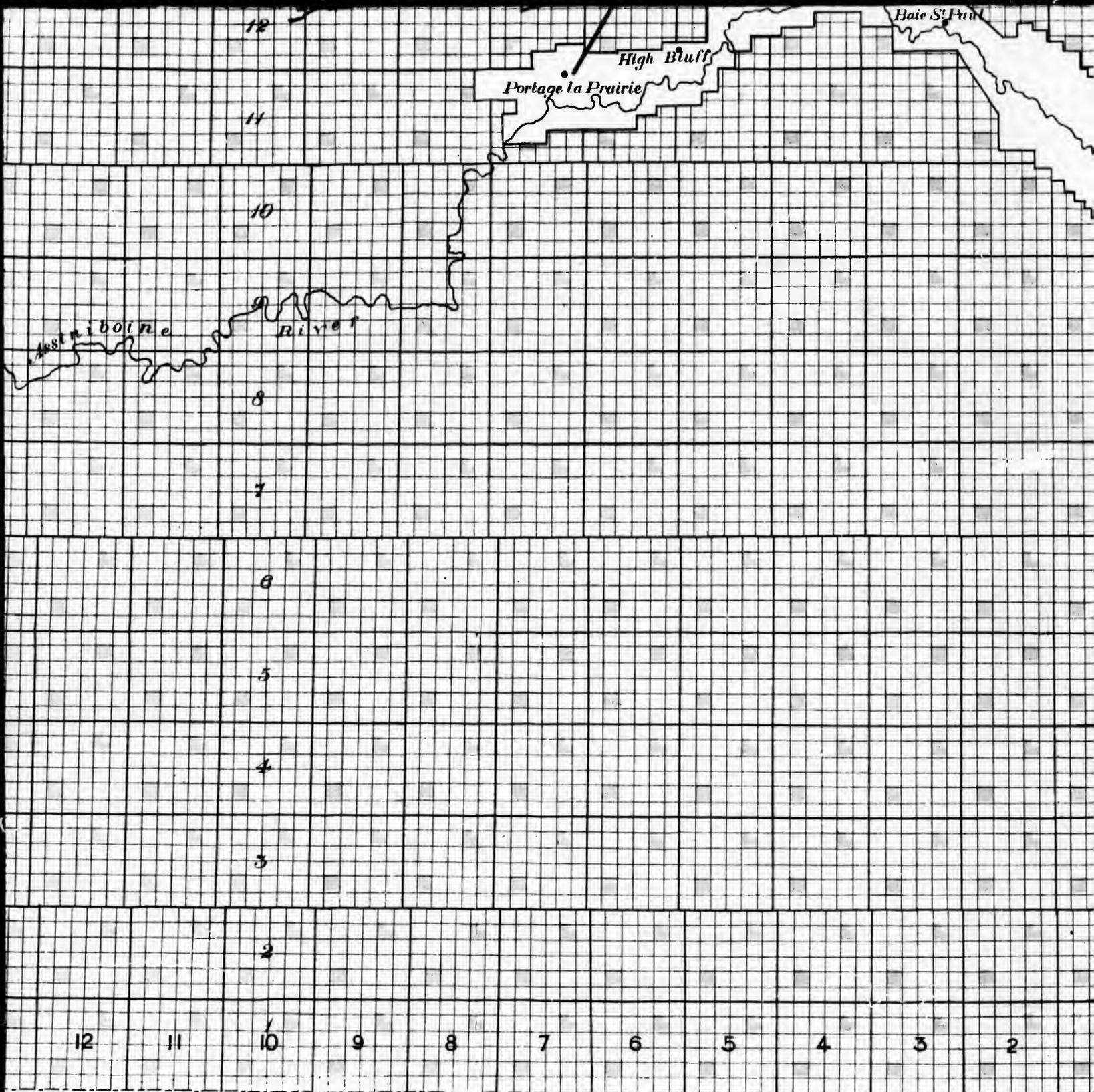
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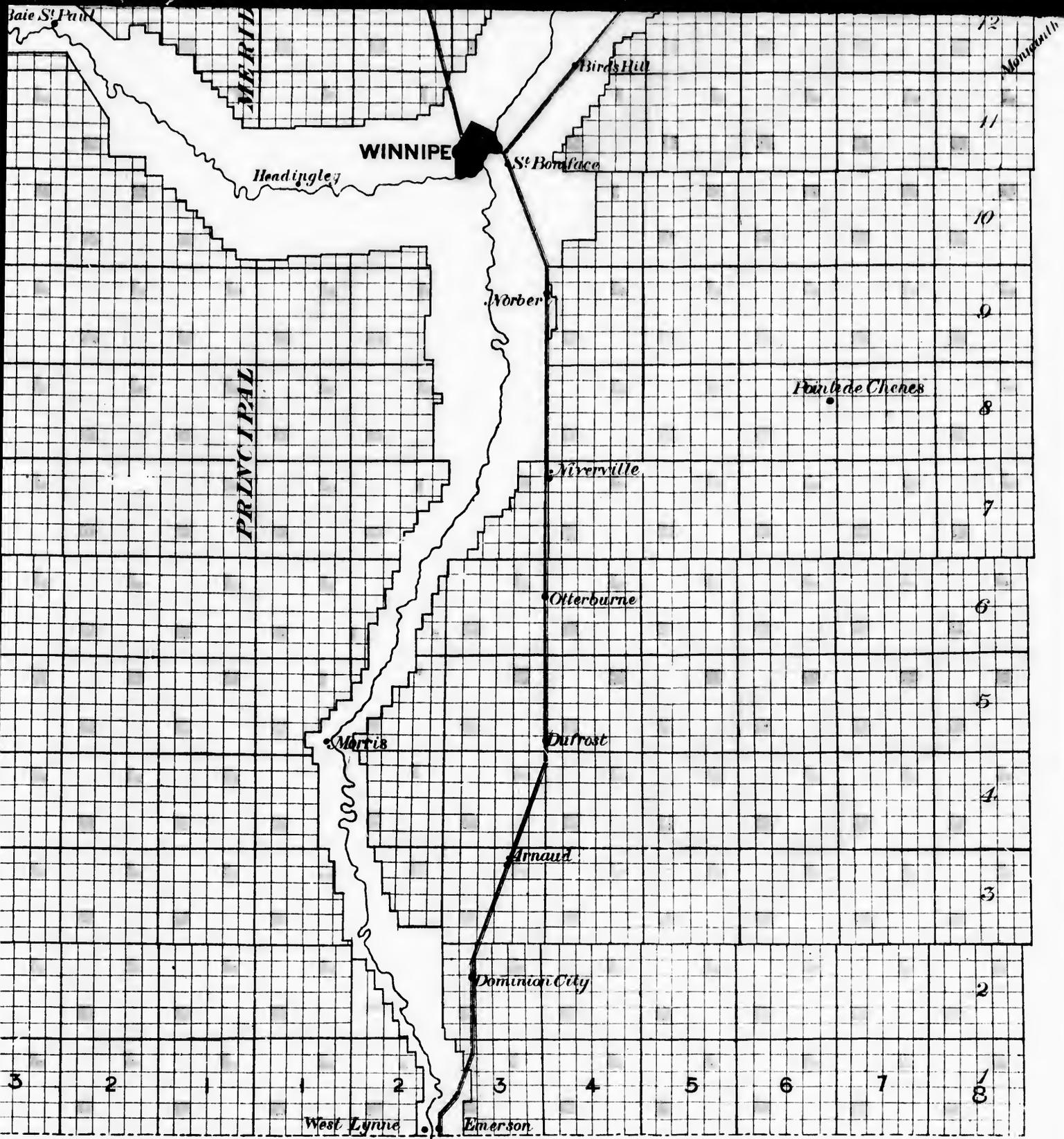
ay Co.
1881

L.
Surveyor.

Westbourne
river







PRINCIPAL

WINNIPEG

Headingley

St. Boniface

Birds Hill

Norber

Boyle de Chees

Niverville

Otterburne

Mortis

Dufferin

Arnaud

Dominion City

West Lynne

Emerson

Merial

Montgault

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