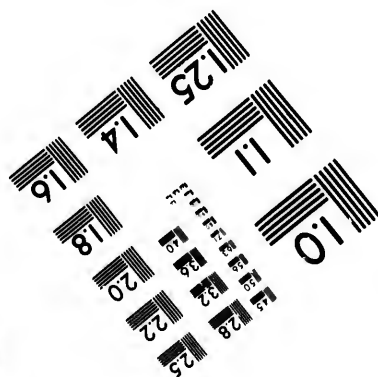
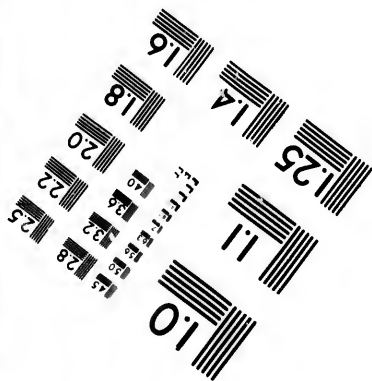
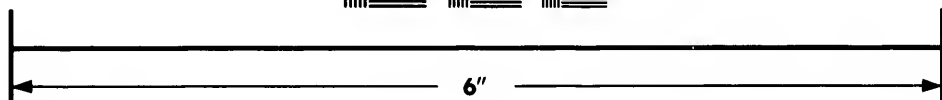
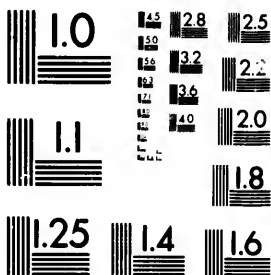


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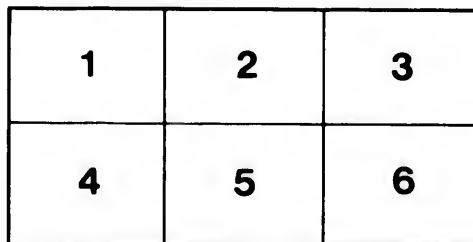
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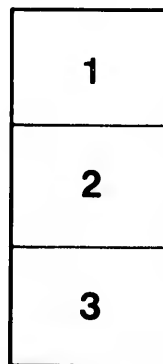
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"Not icicles, then, after all," she said, with another laugh. "Oh Helen. Come." She has been my wife three years, and my household hearth has never been cold for want of the sunshine of a glad loving heart. Lieutenant, now Colonel Cafferton, is in the army, and his wife is spending the Christmas holidays with us, waiting, in cheerful, holy faith, until the end of the war, shall restore him to her.

[Godey's Lady's Book.]

The Red River Voyageur.

BY HON J. W. TAYLOR, U.S. CONSUL.

(FOR THE MANITOBAN.)

At midnight with the last stroke of the clock, ushering in the seventeenth day of December, 1891, the eighty-fourth anniversary of the birth of John Greenleaf Whittier, the bells of Saint Boniface commemorated by the American poet in his beautiful lyric of the "Red River Voyageur" rang a joy-peal by direction of His Grace Archbishop Tache. This graceful tribute revives the oft recurring interest in the poem supposed to have been published about the year 1854 and which is here reproduced :-

THE RED RIVER VOYAGEUR.

Out and in the river is winding
The links of its long, red chain,
Through belts of dusky pine-land
And gusty leagues of plain.
Only at times, a smoke wreath
With the drifting cloud-rack joins,—
The smoke of the hunting lodges
Of the wild Assiniboines!
Drearly blows the north-wind
From the land of ice and snow:
The eyes that look are weary,
And heavy the hands that row.
And with one foot on the water
And one upon the shore,
The Angel of Shadow gives warning
That day shall be no more.
Is it the clang of wild geese
Is it the Indians yell,
That lends to the voice of the north-wind
The tones of a far-off bell?
The voyager smiles as he listens
To the sound that grows apace;
Well he knows the vesper ringing
Of the bells of St. Boniface.
The bells of the Roman Mission,
That call from their turrets twain,
To the boatman on the river,
To the hunter on the plain!

Even so in our mortal journey
The bitter north-winds blow
And thus upon life's Red River
Our hearts, as oarsmen, row.

And when the Angel of Shadow
Rests his feet on wave and shore,
And our eyes grow dim with watching
And our hearts faint at the oar.

Happy is he who heareth
The signal of his release
In the bells of the Holy City,
The chimes of eternal peace.

The local color of these lines is so complete (except perhaps the "belts of dusky pine lands") as to suggest the enquiry whether Whittier ever saw the Red River of the north, but it is now understood that like Longfellow with the scenes of Hiawatha there was no personal identity with them by the poets. The Indian lore of Schoolcraft inspired the imagination of Longfellow and Whittier was aided by the vivid memoir of a visit to Selkirk in 1851, by J. W. Bond, published as an appendix to "Minnesota as it is," a volume in the interest of immigration, widely circulated at that period.

Thus the poet alludes to the "turrets twain" of the "Roman Mission" from which the bells of St. Boniface "call to the boatman on the river and the hunter on the plain." Such was the form of the old wooden church of Bishop Provencher, but in the winter of 1860 this humble imitation of Notre Dame was burned and the present cathedral, an edifice of a single tower, was erected.

There is a popular designation—the "Travelling Bells of St. Boniface" which has an interesting significance. When they were first cast in London by instructions from Bishop Provencher they were sent by the usual trip to York Factory, Hudson's Bay, but the packages being bulky the voyageurs of that day declined to carry them over the numerous portages between York Factory and Norway House. The next year the Bishop made a special arrangement with Andrew McDermott for their transportation.

The summer following the destruction of the church and the wreck of the bells Bishop Tache was in London and the bell founder offered to recast them if the broken and melted bell-metal was carefully gathered from the ruins and sent to him. The packages were accordingly sent across the ocean, recast, returned

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towards Davis Straits, but the vessel being driven by a storm into St. John's, Newfoundland, the bells were forwarded by ship to Portland, Maine, by rail to St. Paul and by ox-cart to St. Boniface, thus accomplishing their third Atlantic voyage and for more than twenty years have fulfilled the mission to which they were consecrated more than half a century ago.

In 1851 Alexander Ramsay, first Governor of the Territory of Minnesota, after closing an Indian council at Pembina visited Fort Garry, and I cannot close this article better than by reproducing his picture of the Red River of that day:

"Imagine a river flowing sluggishly northward through a flat alluvial plain, and the west of it lined continuously for over thirty miles with cultivated farms, each presenting those appearances of thrift around them which I mentioned as surrounding the first farms seen by us, each farm with a narrow frontage on the river of only twenty-four rods in width, but extending back for one or two miles, and each of these narrow farms having its dwellings and outbuildings spread all along the river front, with nice lawns sloping to the water's edge, and shrubbery and vines twined around them, and trees intermingled, the whole presenting the appearance of a long suburban village, such as you might see near our eastern seaboard, or such as you find exhibited in pictures of English country villages, with the semblance rendered more striking by the spires of several large churches peeping above the foliage of the trees in the distance. Whitewashed school houses glisten here and there amid sunlight and green, gentlemen's houses of pretentious dimensions, and grassy lawns and elaborate fencing, the seats of retired officers of the Hudson's Bay Company, occasionally interspersed; here an English bishop's parsonage, with a boarding or high school near by, and over there a Catholic bishop's massive cathedral, with a convent of the Sisters of Charity attached, while the two large stone forts (at which reside the officers of the Hudson's Bay Company, or of the colony, one called Upper Fort Garry, and situated at the mouth of the Assiniboine and the other termed Lower Fort Garry, which is twenty miles

further down the river), helped to give additional picturesqueness to the scene."

The Buffalo.

WHERE THEY COULD BE FOUND TWENTY-FIVE YEARS AGO.

WHILE a country covered by forests can by no means be rich in incident and adventure the rule does not apply to the great plains of the Northwest, where at one time a region of vast extent, covered by rich grass and drained by rivers hundreds and even thousands of miles long was inhabited only by wandering tribes of Indians who procured nearly all the rudimentary necessities of life from the wild herds that inhabited the prairies, enjoying an almost continual holiday, their enjoyment diversified only by the excitement of the chase or the dangers of the battle field. It is to be regretted that so little is known of the strange history of the past. The few who remember the doings of those wild times are fast passing away and the whole savage romance is fading from remembrance.

Twenty-five years ago some large detachments of the great buffalo herds, when on their way north from the plains of the Missouri, wandered into the district enclosed by the great bend of the Pembina, which encircles the country around Pilot Mound. There were hundreds of thousands of the animals; the plains on every side were black with moving life; on the shores of Rock and Swan lakes and for about fifteen miles along the Pembina the woods were full of buffaloes. The cows had their calves with them and the active, little red animals, accompanied by their watchful and attentive mothers, gave an additional interest to the wonderful assemblage of wild cattle, while the continued roaring and frequent combat of the bulls, which at that time were unusually ferocious, made a scene never to be forgotten by those who still live to speak of the remarkable appearance. The buffalo seem to have remained for a considerable time in the country along the river and many of the old pathways made to and from

the watering places are still distinctly visible, while huge rocks that stand isolated along the bank of the creek have been almost dislodged from their foundations by the huge bulls boring around the stones with the heads down in rage and excitement, and even yet the old trenches remain, forming a deep hollow round each large stone. No doubt the hundreds of buffalo heads and bones that were everywhere on the plains when the first settlers entered this district were portions of the remains of the great herds that occupied the shores of the lakes and river that summer. When the animals at length moved north, Rock and Swan lakes were seen to be full of swimming buffaloes and although these sheets of water are about a mile wide the buffaloes had no difficulty in crossing and even the calves kept their places midst the shaggy and partly submerged herds. — Pilot Mound *Sentinel*.

British Columbia's Cities.

BY E. A. B.

THE cities of British Columbia are Victoria, New Westminster, Vancouver and Nanaimo. Victoria and Nanaimo are on the south-eastern end of Vancouver Island, and the other two are on the mainland. Victoria is the oldest, having been first settled in 1843 by the Hudson's Bay Company, who established a post there in that year. In 1849 Vancouver Island was made a Crown colony and in 1856 the mainland territory was also made a colony with the name of British Columbia. In 1866 the two colonies were united, and in 1871 became a province of the Canadian Confederation, retaining the name of British Columbia. Vancouver Island was discovered by Juan de Fuca in 1592, and that was probably the northern limit of Spanish exploration on the Pacific coast of America. A few Spanish names in the neighborhood still remain as evidence of Spanish discovery and occupation. Until the discovery of gold on the Columbia and Fraser rivers in 1856 by prospectors who wandered northward from California after the great gold fever in that state in '49,

the trade of the British Columbia territory was almost exclusively in furs and no progress had been made in the way of industrial development, but the discovery of gold soon brought in hundreds of people who established themselves in various occupations according to their means, inclinations and opportunities, and towns and settlements quickly sprang into existence. The gold boom, however, was short-lived; partial depression and apathy succeeded, and the prospects for advancement were discouraging—the colonies being separated from the Canadas by four ranges of mountains and 1,300 miles of unoccupied territory on the one hand, and their intercourse with California hampered by national distinctions on the other—when the confederation of the British American colonies, with an invitation to British Columbia to join on terms of unlooked for liberality, opened to the isolated colony a vista of possibilities which have subsequently been in a large measure realized, and which will doubtless fully materialize in due time.

With this brief retrospect of the country's history let us now learn something of her cities.

VICTORIA,

being the oldest, and the capital, and chief commercial centre of the province, is properly entitled to first place. This city has a pleasant situation on a small arm of the sea at the southeastern extremity of Vancouver Island (eighty miles from the mainland), and commands a superb view of the Straits of Georgia and the beautiful Olympian mountains in Washington state to the south. From the little mining supply town in 1858, the place has grown in spite of its isolation for several years to be a city of considerable size and importance. The population is now probably 17,000, including about 5,000 Chinese. The buildings are of a good class, and much wealth is represented in the community. Although there has been a great deal of inter-communication between Victoria and the neighboring states the city is decidedly English, the tastes, methods and habits of the early English settlers having firmly impressed themselves on the character of the buildings and business practices, and have stood

