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# FIELD & FACTORY IN CANADA



A SUPPLEMENT to the OTTAWA CITIZEN.

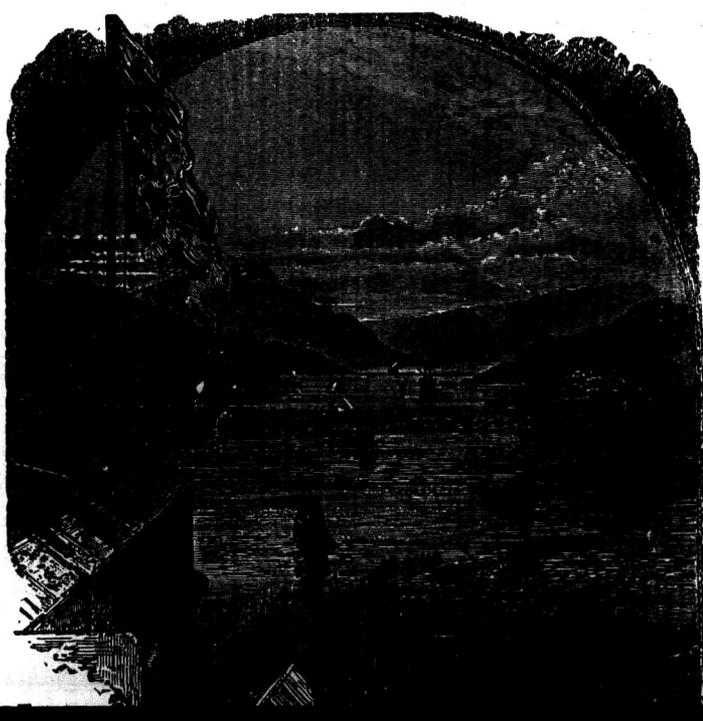
No. 1.

OTTAWA, SEPTEMBER, 1888.

10 CTS.

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A SKETCH BY  
H.R.H. PRINCESS LOUISE.

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FIRST ANNUAL ISSUE.

Ottawa:

Published from the Office of The Daily Citizen, 48 & 50, Queen St.  
1888.



# The NATIONAL COLONIZATION LOTTERY!

Under the Patronage of Rev. Father Labelle.

Established in 1884, under the Act of Quebec, 32 Vict., Chap. 36, for the benefit of the Diocesan Societies of Colonization of the Province of Quebec.

## WILL PROCEED TO A GRAND LOTTERY

With the Approval of His Grace the Archbishop of Ottawa,

For the rebuilding of the Church of the Reverend Fathers O.M.I., of Hull, P.Q., destroyed by fire on June the 5th, 1888, together with the Convent, the Reverend Fathers' Residence, and a large part of the City of Hull,

**On Wednesday, October 17th, 1888,**

At 2 o'clock p.m., at the Cabinet de Lecture, Paroissal, MONTREAL, Canada.

### 2149 PRIZES

Prizes Value . . . . . \$250,000.00  
Principal Prize: One Real Estate worth . . . . . 25,000.00

It is offered to all winners to pay their prizes in cash, less a commission of 10 per cent.

#### LIST OF PRIZES.

1 REAL ESTATE, WORTH . . . . . \$25,000.00

At 2 o'clock p.m., at the Cabinet de Lecture, Paroissal, MONTREAL, Canada.

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#### LIST OF PRIZES.

1 REAL ESTATE, WORTH	\$25,000.00	\$25,000.00
1 do do	10,000.00	10,000.00
2 REAL ESTATES	5,000.00	10,000.00
5 do	2,000.00	10,000.00
20 do	1,000.00	20,000.00
20 do	750.00	15,000.00
100 do	500.00	50,000.00
100 WATCHES	200.00	20,000.00
400 do	100.00	40,000.00
500 do	50.00	25,000.00
1000 TOILET SETS	25.00	25,000.00

2149 Prizes, worth . . . . . \$250,000.00

TICKETS, \$5.00; FIFTHS, \$1.00.

MONTHLY DRAWINGS

For the benefit of the Diocesan Colonization Societies.

QUARTERLY DRAWINGS

For Religious and Charitable Institutions.

Drawings on the third Wednesday of every month.

Offices: 19 St. James Street,  
Montreal, Canada.

S. E. LEFEBVRE, Secretary.

# FIELD & FACTORY IN CANADA

A SUPPLEMENT to the OTTAWA CITIZEN.

Entered according to Act of Parliament, by C. H. Mackintosh, in the Office of the Minister of Agriculture, Ottawa, Canada, in the year 1888.

No. 1.

OTTAWA, ONT., SEPTEMBER, 1888.

10 CTS.

## Field and Factory in Canada.

ISSUED BY THE CITIZEN PRINTING & PUBLISHING CO.  
OTTAWA, CANADA.

FIRST ANNUAL PUBLICATION.

The CITIZEN (Established 1844) is the oldest newspaper in Eastern Ontario, and the only Morning Daily published at the Capital.

C. H. MACKINTOSH,  
President C. P. & P. Co.

### Initial Number.

We to-day present the initial number of FIELD AND FACTORY IN CANADA. It will hereafter be published annually, with such improvements as the patronage extended to the first venture fully justifies us in promising. The present publication deals with the cities and towns of the Dominion, in brief, while considerable space is devoted to the Dominion's magnificent heritage in the North-West and British Columbia. A large amount of valuable statistical information is also included, while the trade announcements, made by leading firms, is a fair indication of the commercial and general industrial progress of Canada.

We are pleased to be able to state that FIELD AND FACTORY IN CANADA, will be circulated throughout the Dominion, as well as the leading centres of Europe. Those coming to, as well as those living in, this country, will have an opportunity of gauging the resources and becoming conversant with the interests, of every province. No expense has been spared, in making FIELD AND FACTORY equal in paper, ink and typography, to any similarly priced publication yet issued from the Canadian press.

### The Progress of Canada.

Twenty-one years ago the scattered provinces of British North America began to unite, four joining their fortunes together on the 1st July, 1867. The North-West Territories were purchased from the Hudson Bay Company in 1869, and the Province of Manitoba, with its 60,520 square miles of most fertile land, was made a province of the confederacy in 1870. British Columbia, with an area of 341,305 square miles, was added in 1871. Prince Edward Island, the gem of the Gulf

yielded, according to the export returns and the returns of the public markets, 11 million dollars' worth, were valued in 1887 at over 18 million dollars. Taking the quantities caught and not sent to market into consideration, the annual yield of Canadian fisheries is not less than \$35,000,000.

The exports of apples to Great Britain has risen from \$44,400 in 1868 to \$649,182 in 1887.

The cattle trade with Great Britain began in 1868, with a modest amount considerably under half a million dollars. It reached in 1887 the respectable sum of 5½ million dollars. The exports of Canadian cheese to all countries during 20 years has amounted to \$80,952,000, yet, in 1868, the export of this article was valued at only \$620,000. In 1887 it was over \$7,000,000.

During 20 years Canada has exported of products of the mines 71½ million dollars, an average of 3½ millions a year. In the first year of the Union the export was under 1½ million.

Of products of the forest Canada has exported \$449,000,000 since the Union—an average of 22½ million a year. In 1868 the export was 18¼ million dollars.

Of agricultural products, in 20 years, the export amounted to \$348,000,000—an average of \$17,400,000 a year. In 1868 the export was \$12,800,000.

Of animals and their products, in 20 years, the export was \$325,000,000—an annual average of \$16,250,000. In the first year of the Union the export was \$6,900,000, and in 1887 it was \$24,200,000.

The progress of Canada may be noted in many other ways.

For instance, the statistics of transport show that the total tons of freight moved to and from and through Canada, by water and by rail, amounted in 1878 to 22 million tons, and in 1887 to 35,800,000 tons—an increase of over 60 per cent. in ten years. Of this increase over 8,000,000 is increase in internal transport, and over 5,000,000 is increase in external trade.

Take bank discounts; in 1868 the business of the country required 50½ million dollars, in 1887, 169½ million dollars.

The business of Canada required, for the daily exchange of goods in 1868, 12 million dollars, and in 1887, 45½ million dollars.

The operations of the money order system in 1868 amounted to 3½ million dollars, and in 1887 to 10½ million dollars.

The post offices of Canada in 1868 were 3,638, and in 1887 they were 7,534 in number.

The letters and post cards carried in 1868 were 18,100,000, and in 1887, 90,600,000.

The deposits in Savings Banks under Government control, were, in

1868, 4½ million dollars, and in 1887, nearly 51 million dollars. In Savings Branches of Building Societies, reporting to the Federal Government, the deposits in 1868 were under a million dollars, and in 1887 they were \$18,200,000. The deposits in chartered banks cannot be separated into savings and ordinary business deposits, the returns demanded by the Government not requiring the division. But the general deposits in these banks have increased from 32½ million dollars in 1868 to 107½ million dollars in 1887.

The shipping employed in 1876 amounted to 20½ million tons, and in 1887 to 31½ million tons, registered.

The production of coal in 1868 was 623,000 tons, and in 1887 2,387,000 tons. The consumption of coal in 1868 was 714,893 tons, and in 1887 it was 4,110,778. Production was four times and consumption six times greater in 1887 than in 1868.

Fire and Life Insurance companies are allowed to do business either under Federal control through the Dominion, or under Provincial authority, limiting operations to a single province.

The companies under Federal jurisdiction did a business of \$224,000,000 in 1868 and of \$825,000,000 in 1887.

In the Province of Ontario, notwithstanding the attractions of the North-West and Manitoba, the value of farm buildings increased from 132¼ million dollars in 1882 to 184¼ million dollars in 1887; and that of farm implements from 37 million dollars in 1882 to 49¼ million dollars in 1887. Live stock, in spite of the greatly increased export, increased from 80½ million dollars in value to 104¼ in the same period.

These instances show how rapid is the development of the country, and taken, as they are, from the statistics of population, of accumulation, of production and of interchange, are good indications of the growth of Canada during the time the Confederacy has existed.

### Financial Position of Canada.

During the period of the confederated life of Canada the debt of the country has increased from 93 million dollars to 273 million: In 1868 the assets against that debt were \$17,300,000, and in 1887 they were \$45,800,000. The debt increased 193 per cent., and the assets 165 per cent. The increases of the debt are due to a variety of causes; 1st, the admission of new Provinces. The original Confederacy consisted of Ontario, Quebec, Nova Scotia, and New Brunswick. To these have since been added Manitoba, British Columbia, and Prince Edward Island, whose debts, at the times of their union, were assumed by the Federal Government; 2nd, the re-adjustment of provincial debts. Ontario and Quebec were admitted into the union on an agreement that their joint debts, to be assumed by the Federal Government, should not exceed \$62,500,000.

This left an amount of debt to be divided between the two, for which they alone were responsible. It was afterwards deemed advisable that the Federal authorities should assume these debts. This could only be done by a general re-adjustment, by which the other Provinces were

allowed to appear on the books of the Dominion as creditors for such sums as would be their proportion on the basis of population as compared with the two Provinces whose actual debts were to be assumed. The result of the arrangement was that the Federal Government became responsible for the actual debt of Ontario and Quebec, and agreed to pay to the other Provinces a yearly interest on the supposed added debt, though not the principal itself. This re-arrangement of the terms of Confederation added to the Federal debt 30¼ million dollars, part of which is nominal.

Then in 1887 over 10 million dollars were added to the debt by the purchase of somewhat over 6½ million acres of land from the Canadian Pacific Railway Company.

Taken in the lump Canada's actual gross debt on 1st July, 1868, if all the Provinces had then joined, and all the subsequent re-adjustments had been included in the original contract of union, would have been 127½ million, leaving the increase of debt 146 million. Of this amount, including the sum paid for lands, the Canadian Pacific Railway absorbed 72 millions, leaving 84 millions for other capital expenditures. Of this nearly 34 millions went to the Intercolonial Railway and its connections and extensions. Upon the Canal system has been expended over 31 million dollars, leaving 9 or 10 millions to be represented by the expenditure on other public works, which have cost in the neighbourhood of 25 million dollars, showing that the total expenditure on capital account, in excess of the increase of the public debt, has been 17 or 18 million dollars. The people of Canada have contributed, out of their own resources, about a million dollars a year to enable the Government to provide the country with a complete equipment of all that modern civilization demands to bring a country up to the plane of existence upon which the most developed nations stand.

One word concerning the assets mentioned. The Government of Canada does not count as assets the public buildings, the railways and canals owned by it, nor does it include the millions of acres of land in the North-West and in all the Provinces belonging to it. The only assets set off against the public liabilities are Sinking Funds; issue account and specie reserve; loans to provinces, cities, trusts and railways; banking accounts, &c. Out of the \$45,800,000 of assets, nearly 20 millions consists of investments made by the Federal Government year by year in accordance with agreements made with the purchasers of Canada's bonds.

From these statements it is clear that Canada has kept well within her borrowing capacity, and has been so cautious in her arrangements that her debentures deserve to be the favourites they are with the money lenders and with investors generally. The history of the prices at which her bonds have been quoted shows the general appreciation of her conservative policy in this respect. In 1867 her 5 per cent. were quoted at 86, or 14 below their par value. In 1888 they were quoted at 118, or 18 above par, a difference of 32 points in favour of 1888. In June last the Government of Canada undertook to borrow four million pounds sterling, offering three per cent. interest, and no special sinking fund. The result was that 367 persons applied for the bonds, and the total amount of their applications was £12,254,000, or over three times the amount wanted. The loan to the Government was made at an average rate of £95 1s. od. per £100. This transaction places Canada on a par with the United States, and second to Great Britain. Thus the financial position of Canada during the past twenty-one years has become greatly strengthened. Her credit has enhanced at a more rapid rate than that of any other country.

### The Seaports of Canada.

Canada has more islands and more seaports than any other country. She is not a sea-girt isle, but an island-girt Dominion, and a magnificent girdle her hundreds of thousands of islands form. Her seaports are equally wonderful in the profusion with which they are scattered. They are not, in the greatness of their traffic, Liverpools or New Yorks. Nor are they Glasgows, although Montreal has made herself an ocean port somewhat after the fashion of the great Scotch city; since, when Cartier three and a half centuries essayed to explore the River St. Lawrence he found that his little vessel, under 100 tons burthen, was too large to be taken over the sandbars of Lake St. Peter, while at the present time, by the removal of about 16,000,000 cubic yards of dredged matter, Montreal, 1,000 miles inland from the Atlantic, and 250 miles above salt water, is easily reached by the largest class of ocean merchant steamers.

Dropping, for the present, consideration of the island wealth of Canada, whether in the St. Lawrence River and Gulf, or in the Hudson Bay region; along the coasts of Nova Scotia or the coasts of British Columbia, let us see what there is to be said about our seaports. The latest addition to the actively employed seaports of Canada is Vancouver City. A long wharf about half a mile wide, with English Bay and False Creek on one side and the splendid waters of Burrard Inlet on the other, Vancouver City is probably the most natural shipping place in the world. The navies of Europe could ride at anchor side by side in Burrard Inlet, and have plenty of room for naval evolutions. Here the teaships supplying the continent of America can at all times of the year and at all hours of the day discharge their cargoes alongside of the Canadian Pacific Railway; and if the demands of Europe come this way there is ample room for them all alongside the great natural wharf of Vancouver City. The navigation returns for Vancouver City for 1885 are nil. It was not in existence. Those for 1887 show nearly 100,000 tons of registered shipping arrived and departed.

Turn to the older ports of the eastern coasts of Canada. Montreal in 1878 had a total seagoing tonnage of 678,186 tons arrived and departed

towns of the Dominion, in brief, while considerable space is devoted to the Dominion's magnificent heritage in the North-West and British Columbia. A large amount of valuable statistical information is also included, while the trade announcements, made by leading firms, is a fair indication of the commercial and general industrial progress of Canada.

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The surveyors of the Dominion were sent into the North-West Territories soon after the purchase, and now there are nearly 71 million acres of land surveyed and set off for settlement.

Researches have been yearly made, and gradually knowledge of this vast domain is being acquired. Every year adds to the stock of good things in possession of the people of Canada as owners of the country. The mineral wealth, the agricultural capabilities, the cattle-ranching facilities, are but partially known. Still, already, thousands of cattle are roaming in the region set aside for ranches, where a few years ago it was believed an impossibility to winter stock on account of severe cold; and large shipments have been made to Great Britain. It is the testimony of experts that the cattle raised on the Canadian ranches are better than the Illinois cattle, which a few years ago were thought to be the best that could be produced on earth.

The agricultural possibilities of the country are evidenced by the experience of last season, when in Manitoba the 16,000 farmers of that young province raised 14 million bushels of wheat; being an average of 875 bushels each. This quantity was grown on 432,000 acres, showing an average yield of over 32 bushels to the acre.

Gold, salt, petroleum, coal and iron abound. The lumber wealth of British Columbia has attracted the attention of the world.

In the provinces east of Lake Superior, as well as in the Pacific Ocean slope, pears, peaches, grapes, and apples grow and mature. The extent to which these fruits are grown may be judged from the fact that one man in Western Ontario planted this spring over 30 acres of grapes.

The valleys of British Columbia and the far-famed Annapolis Valley in Nova Scotia vie with each other in the production of apples, whose market value, like that of all parts of Canada, is equal to the best in the world.

One contract was made in August by the President of the Ontario Fruit Growers' Association with the Montreal Steamship Companies for the transport during the present autumn of 750,000 barrels of apples to Great Britain.

In the waters of the Pacific and the Atlantic Coasts are supplies of fish, which, for variety, excellence, and abundance, rival the fish-food supplies of the German Ocean.

The capabilities of Canada for development in this direction may be judged from the fact that the fisheries of Canada, which in 1876

In 1887 this had increased to 1,186,745 tons; an increase of nearly 75 per cent. in ten years. Halifax, the great eastern Atlantic seaport, had in 1878 a seagoing tonnage in and out of 825,398 tons, and in 1887, 1,175,560 tons—an increase of over 42 per cent. St. John increased from 803,591 tons to 1,001,818—an increase of over 24½ per cent.

Now take tonnage of seagoing shipping entered and cleared with cargo. Montreal in the ten years shows an increase of nearly 80 per cent., Halifax of 32 per cent., and St. John of over 14½ per cent.

Dividing the tonnage of shipping with cargo into that employed in bringing in cargo and that employed in taking out cargo, we find that Montreal had in 1887, 270,590 tons more shipping entered inwards than in 1878, and 248,226 tons more cleared outwards; that Halifax had 68,243 tons more inwards and 182,892 tons more outwards; that St. John had 10,803 tons less inward and 106,904 tons more outwards.

Taking the general facts we find: 1st, that the attempt to make Halifax a port for the Dominion has been successful. The figures show an increase of 25 per cent. more than double the seagoing shipping cargo to and from that port twenty years ago. Halifax in 1887 carried 73 per cent. more tons of merchandise in and out than in 1878, the largest proportional increase, Montreal's increase being 67 per cent. 2nd, that St. John is becoming more and more a port for the shipment of exports and less a port for the receipt of imports. 3rd, that Montreal shows an increase in every class and every nationality.

If we compare Canadian ports with other ports we see at a glance the strides the former have taken. London (England) increased its tonnage in and out 46 per cent. in fifteen years, Liverpool 16 per cent., Antwerp 75 per cent., Hamburg 86 per cent., Boston (U.S.A.) 45 per cent., New Orleans 32 per cent., New York 94 per cent., Montreal 85 per cent., Halifax 80 per cent.

The development that will take place when our railway system is completed and the North-West Territories become settled may be calculated from the development which New York has experienced in the settlement of the Western States.

A few words respecting the general subject of Canada's water-borne commerce.

The tonnage employed in her coasting, her seagoing and her lake international transportation business increased in ten years by 37.7 per cent. The trips in and out in all branches increased 41.3 per cent. The increase in men employed was 33.4 per cent. The increase in the coasting trade alone in the ten years has been 58.5 per cent.

This latter increase is the more remarkable because it has been secured in the face of a greatly increased railway transport business; the Intercolonial Railway's local freight business having increased 116 per cent. in the same period, while the Lake Shore Railway traffic has experienced a great development.

The merchandise exchanged between Canada and other parts of the British Empire in 1878 amounted to 1,873,705 tons, and in 1887 to 2,832,763 tons, an increase of 51 per cent. There was a falling off in the exchange of goods between Canada and the British West Indies of 14,000 tons; but an increase in that between Canada and the mother country, and Canada and Australia, Newfoundland, British Guiana, British East Indies, British Africa and other parts. In the case of the British West Indies the tons of freight brought from those islands into Canada in 1887 were 32,872 against 23,141 tons in 1878. The tons of freight sent to the West Indies in 1888 were 62,259 tons against 85,445 in 1878. Canada did its duty by the British West Indies, but they failed to buy of Canada to as great an extent in 1887 as in 1878. Probably, however, it would be found on examination that large quantities of our lumber and fish which, in 1878, went direct to the British West Indies, went, in 1887, to the United States and thence to the Islands, being counted in Canada's exports to the United States instead of in those to the Islands.

Taking the twelve year period, 1876-87 (both years inclusive), and dividing it into six year periods we find that in the first period (1876-81) the seagoing tonnage arrived and departed amounted to 56,032,032 tons; and in the second period (1882-87) to 62,730,529, an increase of nearly 6,700,000, or an average increase of over one million tons a year.

Of the 56,000,000 tons, 41,391,742 tons carried the British flag, and of the 62,000,000, 43,840,689 tons hoisted the Union Jack of Old England. During the first period 73 per cent. of the shipping was

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Of the 56,000,000 tons, 41,391,742 tons carried the British flag, and of the 62,000,000, 43,840,689 tons hoisted the Union Jack of Old England. During the first period 73 per cent. of the shipping was British, and during the second 70 per cent.

### Canada's Railway System.

The year 1851 is a memorable year in the story of Canada's railway development. Four events then occurred destined to have a great influence over the future of the premier colony of the British Empire. These four events were: 1st, the passing by the Canadian Legislature, of an Act making provision for the construction of a main trunk line of railway through the two Canadas; 2nd, the visit of a delegation from Canada, New Brunswick and Nova Scotia to England for the purpose of securing the co-operation of the Imperial Government in the construction of the Intercolonial Railway to connect the provinces by the sea with the provinces on the St. Lawrence River; 3rd, the consideration by the Railway Committee of the Canadian Legislature of an application for an Act of Incorporation creating a company to build the Canadian Pacific Railway; and 4th, the establishment of a uniform gauge. Up to 1851 but little had been done practically in the line of railway building, though Canada stands well up in the list of countries which very early began to take an interest in the new system of locomotion. As soon as the first great Parliamentary battle in the British Parliament in 1825, and the subsequent opening and successful working of the railway from Manchester to Liverpool in 1825, had demonstrated the feasibility of railways, Belgium, which by the revolution of 1830 became separated from Holland, and thus lost the control of the mouths of the Scheldt as an issue for its commerce, determined to supply the loss by adopting railways. She passed the necessary enactments in 1834. France in 1835 passed an Act providing for a railway between Paris and Versailles, ten miles long. These were the first of Continental European countries to follow the example of England. In the United States of America, after the phenomena of transport developed on the opening of the Liverpool and Manchester Railway, projects of passenger railways were immediately launched and carried into execution on a large scale. The passenger railway, the Baltimore and Ohio, was opened first with 40 miles in operation, the New England States following in 1834, the Central Western in 1842, and the Western Trans-Mississippi States in 1856. Canada's first passenger railway was begun in 1832 and opened in 1836. The length of the line was 16 miles and its gauge 5 feet 6 inches. Its purpose was to secure speedy communication between the St. Lawrence River and New York, by means of Lake Champlain and the Hudson River.

Two other railway companies were incorporated by the Canadian Legislature in 1834. Up to 1846 Acts of incorporation had been granted for 18 railway companies in the two Canadas. Nova Scotia built its first railway in 1839—to connect the Pictou coal fields with the

Gulf of St. Lawrence. New Brunswick in 1835 laid before the Imperial Parliament a project for the construction of a railway from St. Andrew's to Quebec. Surveys were made and some progress in construction followed. But the Ashburton Treaty of 1842 transferred half of the surveyed territory to the United States, and the project came to an untimely end. Though railways were commenced thus early, there were in 1851 but 93 miles in the British North American Provinces. Much preliminary work had, however, been done. Major Robinson in 1848 made his report on the Intercolonial. Several pamphlets had been written showing the necessity of a Canadian Pacific Railway, and the general system had been roughly sketched out.

Mr. Hincks in 1851 went to England in connection with the Nova Scotian scheme of an intercolonial railway, and while waiting for his co-delegates from New Brunswick and Nova Scotia was approached by Messrs. Peto, Brassey and Betts, who, in conjunction with Mr. Jackson, made a proposal to Mr. Hincks to construct a railway from Montreal to Hamilton. This proposal was of much more importance to the two Canadas than the Intercolonial Railway, and it shelved the original project. But it gave Canada the Grand Trunk system, which has been productive of incalculable good in the development of the country. The original Act of Incorporation of the Grand Trunk proposed only a railway from Montreal to Toronto—333 miles, with a capital of three million pounds. There were at that time in existence charters providing for railways from Montreal to the Boundary Line towards Portland, 150 miles, of which one-third was constructed; from Quebec to Richmond, 96 miles, to join this; and from Toronto to Sarnia, on the Western frontier of Canada. In the same session in which the Grand Trunk was incorporated, an Act was passed incorporating a company to build a railway from Quebec to Trois Pistoles, 150 miles, on the line to Halifax. What was known as the Amalgamated Act completed the legislation of 1852 for the Grand Trunk, by enabling all these to unite in one general scheme. Under its provisions the Atlantic & St. Lawrence Railway from Portland, Maine, to the boundary line was leased for 999 years. The total length of the line as given in the first prospectus was 1,119 miles, and the estimated cost was £9,500,000. The amalgamation was confirmed in 1854, the company being known as the Grand Trunk Railway of Canada. The sections were opened as follows: from Portland to Montreal in 1853; from Richmond to Quebec, with a branch to Three Rivers, in 1854; from Montreal to Toronto in 1856; from Toronto to Sarnia in 1858. The original system was completed in December, 1859, when the Victoria Bridge was opened for traffic.

In 1860 the number of miles of railway in what is now the Dominion of Canada was 2,087. These carried 1,922,227 passengers and earned \$6,839,410 in the year.

Since then the Grand Trunk has, by a series of arrangements, secured most important ramifications through the States of Michigan, Illinois, and Wisconsin, converging to its main line at Chicago and Detroit. It conducts an immense American business from these great centres of industry to Montreal, Portland, Boston and New York.

The Grand Trunk has now a mileage in Canada of 2,600 miles, and 250 miles in the United States, giving the whole system nominally 2,841 miles; but this does not include the Chicago & Grand Trunk, 335 miles; the Detroit & Milwaukee, 191 miles, and a number of other dependencies controlled by the Grand Trunk, but still nominally independent lines.

Within the past few years the road bed and equipment of the Grand Trunk have been put into admirable condition; heavy steel rails have been laid throughout and the facilities for handling freight at Montreal and Portland, in connection with ocean steamers, are very complete. The distance from Chicago to Montreal by the Grand Trunk is about 100 miles less than by the competing lines to New York, while the cost of handling is much less. Although excessive competition has brought down freights on both land and sea to too low a point for

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Since 1860 the Grand Trunk has continued developing its business. The statistics for the year ended 30th June, 1887, the latest published by the Federal Government, show receipts from passengers \$4,971,505; from freight traffic, \$10,545,537, and from all sources, \$16,049,189. Mr. Joseph Hickson is General Manager, and Mr. W. Wainwright Assistant General Manager of this important trunk line.

After the Union of the provinces in 1867, the Central Government, in compliance with the terms of Union, began the construction of the Intercolonial Railway—the second project of the year 1851, as already mentioned. The provinces of Nova Scotia and New Brunswick, though disappointed, had not been disheartened by the action of Mr. Hincks, but had pursued railway building to a considerable extent before the Union. But under the impetus of Union the railway favourably reported on by Major Robinson in 1848 became an accomplished fact in 1880. The Intercolonial Railway system under Government control is 1,202 miles long, and up to the 30th June, 1887, had cost over 50 million dollars. It has been a great gain to the country in several ways. It has been the means of developing the region through which it runs to an extent almost equal to its whole cost. It has created a large interprovincial trade by the facilities afforded for the transport of goods during all the year round. It has made possible the establishment of manufactures, which without it could not have been introduced. The receipts of the Intercolonial Railway proper have steadily grown from \$1,506,000 in 1880 to \$2,596,000 in 1887.

The third event of 1851, to which reference has been made, is the transcontinental line from Ottawa to the Pacific Ocean.

In 1851 the Railway Committee of the Canadian Legislature said in their report, they "reluctantly report against the Bill (that to incorporate the Canadian Pacific Railway Company) on the ground that the claims of the Indian tribes had first to be adjusted." At the same time your Committee feel bound to state their impression that the scheme ought not to be regarded as visionary and impracticable. The germ of confidence in this report grew like the mustard seed. In 1871 the Government of Sir John Macdonald agreed to the insertion in the Act of Union between British Columbia and the Dominion of Canada, of an undertaking to begin the transcontinental line within two years from the date of the Union, and to complete it within twelve years. His Government was overthrown in 1873, and for five years—consequent to some extent upon the wide spread financial depression which prevailed,—energy flagged. In 1880, having in the meantime regained power, Sir John's Government recognized a company. The contract was signed in 1880, and the road was completed in four years and nine months from the day the contract became law, Sir George Stephen being President.

The company on the 1st July, 1887, had a total mileage of 4,556 miles of completed road under their management. They have since completed connection with United States lines at Sault Ste. Marie, thus bringing Michigan, Minnesota, Dakota and other North-Western States within the field of their operations. They are also engaged in building a railway across the State of Maine to connect Halifax, St. John and other Maritime ports of the east with their lines at Montreal, thus affording a shorter communication between the east and the centre than is given by the Intercolonial. They have now 4,979 miles of railway in operation. The C.P.R. is splendidly equipped, excellently well managed, alive to all the necessities of Canada and awake to every movement tending to develop business. Their management has been so vigorous as to excite the apprehensions of the railway managers of the United States, and considerable hostility has been aroused owing to the success of the Canadian Railway in its efforts to tap the trade of the United States all along the border line of three thousand miles in length.

The gross earnings for the six months ending June 30th, 1888, amounted to \$5,833,390, and the gain in net profits during the period was \$172,532, as compared with the corresponding period of 1887. Mr. W. C. VanHorne, Vice-President, upon the retirement of Sir George Stephen, was (August, 1888) elected President.

On 1st July, 1887, Canada had 12,332 miles of completed railway in operation carrying passengers and freight.

In addition to these 12,332 miles, there are 72 miles of coal railways connecting the Cape Breton coal fields with their seaports.

On the 1st of July, 1887, there were 660 miles of railway under construction.

The total mileage at present may, therefore, be put down at 13,000 miles of completed road.

Taking the returns to the Government we find from Johnson's Graphic Statistics that the 12,332 miles in operation on 30th June, 1887, had, during the year at that date completed, carried 16,356,335 tons of freight and 10,698,638 passengers; that the receipts from passenger traffic were \$11,867,677, and from freight traffic \$24,581,047, and total receipts \$38,842,010; expenditures, \$27,624,683.

During ten years the number of miles has exactly doubled. The number of passengers carried per inhabitant has increased 40 per cent., and the total number has increased nearly 60 per cent. The number of tons of freight carried per inhabitant has increased 107 per cent. The receipts from passengers increased 86 per cent, and those from freights increased 87 per cent. The total receipts from all sources increased nearly 90 per cent, and the expenses 72 per cent. The cost per mile of railways in Canada is \$61,000, and the population per mile is 491 persons.

Compared with 1886, the returns of 1887 show an increase of 824,474 in the passengers carried; an increase in the number of tons carried of 697,527; an increase in gross receipts of \$5,452,227, and in expenditures of \$3,447,000. The receipts show an increase of seven cents for each train mile run, and the percentage of gross receipts expended in working the railways show a decrease.

### Canada as a Field for Settlers.

1st. Canada has land enough for all comers. It will take scores of years for the country to become at all properly peopled. There is no danger of overcrowding. There is room enough for all who want to make Canada their home.

2nd. The land is good land. The farmer need not fear that he will, after much labour, find himself in possession of an ungrateful farm. For every fork full of manure; for every drive of the plough, the land will gratefully return full measure. Select your land with care, till it with skill, and its return will do your heart and your pocket good. The agricultural income is £21 3s. od. per head of the rural population, while that of all Europe is but £15 2s. 6d.

3rd. The country is well supplied with roads. It is bisected and trisected, and squared and parallelogrammed by great roads and small roads, while through it all there run the main and branch lines of the railways. The water ways are splendid means of communication. This complete opening up of the country by roads and by-ways is a great thing for the farmer. It used to be the case that for want of

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communication farmers smothered in their own fatness. They had to make small profits because of the difficulties of communication. Ten years ago the difference between the price paid to Canadian farmer for wheat and the price on the Liverpool market was much greater than it is now. For instance, in Toronto in 1878 wheat sold for 34 cents less than the Liverpool price—the 34 cents representing the cost of handling, elevating, insurance, freight, etc. Ten years later the Toronto price was only 18 cents below the Liverpool rate, the nearer approximation than in 1878 of 16 cents having been caused by reduction of freights; 8½ cents representing reduced cost of land carriage, and 7½ cents representing reduced cost of ocean freights.

By supplying the country with the Queen's highways in abundance; by providing railways to tap every section; by securing canals to compete with the railways; by lowering rates of freight and insurance through a greatly improved system of lighthouses and other navigation securities, the Government of Canada has placed the farmers of the country in the best possible position to secure the best possible portion of the price of the bushel of wheat or other commodity he has to sell. In these times of keen competition this is a great point. The Royal Commission on Canadian railways recently stated that the average charge per ton per mile on freight traffic in Canada was less than the average of the United States by 1½ of a cent; less than England by 1½ of a cent; less than France by 1½ of a cent.

The turn of a penny used to decide where the best market was. It is now the turn of a hundred part of a penny which decides the best point of production.

4th. Not only has Canada plenty of land for the new comer, and plenty of good land, and plenty of facilities for reaching the land and for transferring the products of field and farm to market at cheapest rates, but it has also better land than is to be found anywhere else. England possesses marvellously fruitful land, but the yield of wheat per acre in Manitoba and the North-West is even greater than the English wheat yield. It is far away ahead of the yield in the United States, where the average is only 13 bushels to the acre.

5th. The climate of Canada is a good climate. It is healthy. The people are long-lived. The inhabitants of French descent, whose ancestors settled here a couple of centuries ago, have improved upon the French in Europe in every respect. They are a brawny race, stouter in limb, heavier, "beefier," more solid. There is need of no other test. The longer a race lives in Canada the better specimens of humanity they become. It is a good climate for everything that thrives in the temperate zone. The ranches turn out the best cattle and horses. Canadian cheese, has long held a very high position. Potatoes yield well, and, what is better, taste well. Hay is a better crop in Canada than in the United States. Root crops turn out finely. Peas do finely, Canada exporting nearly four million bushels a year. The climate good; with an entire absence of noxious animals; with good prospects of sales for all products, either at home or abroad; with rapidly increasing home markets in the developing towns and cities; with every chance given to the farmer to make his way and grow rich. Canada opens her lands freely to the farmer settler.

While the farmers in the Western States have to build, for their personal safety, tornado shelters, in which to take refuge from the fierce destroyer, there has been but one cyclone in all Canada during a whole generation, and that was of limited extent. It was a baby cyclone compared with the giant combinations of wind, rain and lightning which so frequently destroy, in a few minutes, the accumulations of the farmers of Dakota, Minnesota and other Western States.

## THE CITIES OF THE DOMINION.

THEIR BUSINESS INTERESTS, PROGRESS AND ENTERPRISE.

## THE PAST AND PRESENT OF CANADA.

## The Capital.



OTTAWA CITY, taking its name from the Ottawa or Grand River of Canada on which it is situated, the *Otaois* of the early French pioneers lies about 120 miles above the Island of Montreal. The latter, some seventy-five years ago was the *ultima thule* of Canadian civilization, and, save rarely by hunters or fur traders, the waters of the Ottawa were undisturbed by the white man; the birch bark canoe of the Indian was the only vessel that navigated its waters.

Celebrated as this river, especially the upper part of it, for its numberless and varied falls and rapids, amongst which the most striking and grand is that named by the early French pioneers the Chaudiere, or as it is generally called, the "Big Kettle." For some miles above this there are numerous chutes or rapids, which indicate how great is the incline of the river, which narrowing at these falls to about four hundred yards is precipitated wildly over a bluff limestone rock, through a gap about 200 feet wide and 300 feet long, within which as in a kettle, the waters foam and boil, surging in large yeasty masses back and forth from side to side, until eventually it escapes in a mountain of foam, and directly expands into about a width of half a mile just below. The scenery below the heights on the south side where the limestone rocks rise perpendicularly two or three hundred feet, covered with waving hemlocks and dark pines, the undulating banks on the north shore, the abrupt precipices on the south—is very beautiful and only equalled though in a different style by the aspect of Quebec. Here the hunters or traders had in earlier days to pause, for it was impossible to attempt the navigation higher, and here they tramped out a *portage* on the northern shore, of eight miles in length, across which they carried their canoes, etc., to the quiet waters above the Chaudiere and its rapids, to what is now the Town of Aylmer.

About the close of the last century, a Mr. Wright, of Boston, who was either tired of his native town, his native State, or possessed of a desire of gain, wandering in search of "a location," came with his party to the portage of the Chaudiere, and here he determined to settle. Land was cheap in those days, and Mr. Wright easily obtained a grant to large tracts of land upon both sides of the river from the Canadian government.

With the aid of a couple of Indians he explored the land, and decided that that on the south side (the present city) was unfit for town or farm; that on the north side was pronounced better, and about a mile from the *portage* landing, close to the Chaudiere Falls, Mr. Wright planted his village, and called it Hull. The site once determined, no time was lost by the sturdy pioneers in building their log huts and necessary buildings upon it.

Much privation and continuous toil are usually the lot of new settlements, and Hull, or Wrightstown as it was often called, was no exception to the rule. Its nearest market as well as settlement was Montreal; and although this might be easily reached, the current carrying the canoe easily down stream, yet the return trip required a long and a strong pull to get home again. Mr. Wright and his followers did not require the aid of the trees they felled in their clearings to the fire; they required lumber, and thus became as well as farmers, dealers in pine, as are

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majority of settlers on the Ottawa to this day. An impetus was thus given in this quarter to the timber trade of Canada, and each year immense rafts were floated down, through many dangers, to Quebec in the spring, which were disposed of for necessities required at the settlement. With the growth of trade, came an increase in immigration, and Hull soon became a "fixed fact," as before stated. Hull steadily grew. The lumber trade was now confined to the old pioneers. Voyageurs sent by Quebec merchants, French Canadians, English, Scotch and Irish, intent upon cutting pine, thronged up the Ottawa. The trees fell before the vigorous blows of the new-comers, who plied their axes right and left, and behind the town of Hull, untouched, uncared for, and almost unnoticed, towered up the southern hills in sullen dignity. Cash was scarce in Hull, but there was any amount of credit; and Mr. Wright—or rather the Wrights, for by this time a family had grown up, paid the lumberers in either of three ways for their labor—"store pay," or goods—rum—land. Three-fourths of the labourers preferred the two first; the more prudent, one fourth, took the latter. A legend, which, however, has no foundation in fact, has been related regarding the purchase of land by Mr. Sparks, to the effect that in the course of time, Mr. Wright came to a settlement of accounts with a sober, steady workman, who had been for many years one of his ox-teams, and on so doing, it was found that two hundred dollars was due to this employee, who was Mr. Nicholas Sparks. Negotiations ended in Mr. Sparks purchasing a tract of land on which a portion of the capital now stands. The truth is Mr. Philomen Wright owned no land on the Ottawa side of the river, Mr. Sparks purchasing a tract of land from Mr. Burrows, one of the early settlers.

Years afterwards, the Canadian authorities, wishing to find a channel in the interior of the country for the conveyance of munitions of war to the Upper Lakes, as the St. Lawrence was too much exposed to the assaults of the Americans in event of war ever occurring, inaugurated the scheme of the Rideau Canal. In the year 1823, Mr. Sparks, looking down from one of his high precipices, was astonished by seeing a crowd of engineers, soldiers and labourers advancing towards the bluffs. The hills were taken possession of as the ordnance property of the British Crown. The Chief Engineer charged with the construction of the Rideau Canal and its attendant works, was Colonel By. The work went on fast, huts and labourers appeared in due proportion, as did shops and other necessary buildings, and these were built on either side the hills, and, by way of joke, were called "Upper Town," and "Lower Town," names retained to the present day. In time, as the straggling "towns" became more united by their buildings, they obtained a single designation, and in compliment to the Chief Engineer, were called "Bytown," not a very high sounding name, but one that gave hopes to Mr. Sparks, who owned all the land beyond the fall of the hills inward. A bridge was thrown across the Chaudiere, connecting Hull or Wrightstown with Bytown, and as the latter slowly grew the other remained stationary.

Years passed away, and still Bytown grew larger and more populous, and by act of Parliament the name was changed to that of the noble river which foamed and roared at its base; money flowed in upon Mr. Sparks, he sold lots, went into a successful business, and was presently said to be worth half a million pounds sterling, his town "looking up," and Hull, the place of early promise, being dead.

In 1851, Ottawa had a population of 8,000. In 1854, having a population of 10,000, it was incorporated a city. In 1861 it numbered 15,000. It is now the chief seat of the timber or lumber trade, there being upwards of seventy firms engaged in cutting that article of commerce on the banks of the Ottawa River and its tributaries, and transporting it to Quebec and the United States. A railway soon connected the city with the St. Lawrence at Prescott, the canal connecting it with Lake Ontario at Kingston, greatly facilitating means of transport. Till those means of communication were provided, all that was not required for local consumption was taken to Quebec.

In due course of time the question arose as to which of the towns of Canada should be the chosen site for the new houses of Parliament.



CITY OF OTTAWA.

The claims of Quebec, Montreal, Kingston, Toronto, were each strongly urged, and it was at last determined to refer the decision to the Queen. Her Majesty quickly and definitely settled it. The long despised hills, it was decided should sustain the Parliament buildings of United Canada. For the erection of these the sum of £75,000 was voted by the Legislative Assembly, and a premium of \$1,000 offered for the best design not to exceed that amount; Fuller & Jones were the successful Architects, and although the design was considered by many as too costly, responsible contractors were found who tendered within the Government vote. Upon examination, however, it was found from the inequality of the ground, that immense excavations were necessary, which, made in the solid rock, added enormously to the original cost. The Government, finding no provision for this work in the grant, and fearing it would cost a large portion of the original sum voted, stopped the works, and for a considerable time matters seemed at a dead lock. A commission of enquiry was appointed, fresh contracts were signed, and the present handsome structure was completed under the superintendence of Mr. Fuller.

In 1861, the Prince of Wales, on his visit to Canada and the United States, laid the corner stone with great ceremony, on which occasion the rejoicings partook of the nature of the place, the lumber arches, and lumberers, being a novelty to most of the visitors, bullocks and sheep were roasted whole upon the Government grounds, and all comers were feasted. The Prince expressed himself very much pleased with the locality chosen, and with the welcome afforded him, evincing as it did, the loyalty of the Canadian colonists to Her Gracious Majesty, whom he in his visit represented.

The Parliament Buildings stand on a high plateau of some 30 acres in area. The buildings form three sides of a quadrangular figure, and are widely detached. The Parliament, or main building, facing Wellington street; and the Departmental Buildings facing inwards to the square and forming the other two sides of the figure.

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The style of the Buildings is the Gothic of the 12th and 13th Centuries, with modification to suit the climate of Canada. The ornamental work and the dressing round the windows are of Ohio sandstone. The plain surface is faced with a cream-coloured sandstone of the Potsdam formation, obtained from Nepean, a few miles from Ottawa. The span-



PARLIAMENT HOUSE, OTTAWA.

drills of the arches, and the spaces between the window-arches and the sills of the upper windows, are filled up with a quaint description of stone-work, composed of stones of irregular size, shape and colour, very neatly set together. These with the Potsdam red sandstone employed in forming the arches over the windows, afford a pleasant variety of colour and effect, and contrast with the general masses of light coloured sandstone, of which the body of the work is composed.

This Building, as one approaches from Wellington street, presents a very imposing appearance. The central of the seven towers, which is very rich in design, projects its width from the front of the Building, and completed in 1877, is about 180 ft. high. The body of the building in front is forty feet, above which rises the slanting roofs of slate, surmounted by lines of ornamental iron cresting. The building is 472 feet long; and the depth from the front of the main tower to the rear of the library is 570 feet, covering an area of 82,886 superficial feet. It stands at a distance of 600 feet from Wellington street, so that the quadrangle formed on three sides by the buildings and on the fourth by the street, is 700 feet from east to west, and 600 feet from north to south; thus affording a very spacious square. The ground upon which the building stand varies somewhat in elevation, that forming the site of the Parliament Building being the highest. The basement floor of the buildings is assumed to be 160 feet above the ordinary summer level of the river, while that of the Eastern and Western blocks is 135 and 142 feet respectively. The increased

elevation, however, improves very much the general effect of the buildings.

The main entrance is through the principal tower, the spacious arches of which admit of a carriage way under them. The piers which support the tower are ornamented with pillars of polished Amprrior marble. Passing through it we enter a large hall, paved with tiles, and all surrounded with marble pillars. Ascending and moving towards the left we come to the Chamber of Commons. The Room measures 82 by 45 feet, the ceiling being over 50 feet high, and formed of fine open work. The skylights above this intermediate ceiling, with the stained glass windows at the sides, throw a plentiful soft light over the whole place. The room is surrounded by large piers of a light greyish marble from Portage du Fort, surmounted just above the galleries by clusters of small pillars of the dark Amprrior; the arches supported by these pillars being again of the light coloured marble. The galleries can accommodate about 1,000 persons. The Gallery for the Reporters is situated above the Speaker's chair.

On the right of the main entrance, is the Senate Chamber, alike in every particular to that of the Commons. Along the corridors you see numerous Rooms for Committees, Clerks, Reading and Smoking.

The Library is situated in the rear of the Parliament Building, and the plan is of a polygon of sixteen sides, 90 feet in diameter; outside of the main room is an aisle of one story high, which is formed of a series of small retiring rooms, where persons desiring a few hours of uninterrupted study can secure it. A corridor connects the Library with the main building. The floors of this building, as well as those of the Departmental Buildings, are made of concrete, perfectly fire-proof; an invention not long since adopted in Europe.

The Eastern Block of the Departmental Buildings is of an irregular and picturesque shape. The west front, or that which faces the square, is 318 feet, and 253 feet on the south front or that which faces Wellington street, and covers an area of 41,840 superficial feet. In this building are found the Governor General's Office, the Privy Council room, the Minister of Justice, the Secretary of State, the Finance and Audit Offices, the Department of Interior, the Inland Revenue Department and the Department of Public Printing and Stationery.

The Western Block as originally built was similar in style to that of the Eastern Block, but more regular in its construction, being 211 feet long, facing the square, and 277 feet on the south looking on Wellington street, with a small wing, 77 feet long, fronting the west. In 1874-78, a very considerable addition was made to this wing, it being extended to a total length of 230 feet, and a very massive tower placed near the junction of the old and new portions. This tower, which is 274 feet from ground to top of spire, contains the principal entrance and vestibule, both of which are very handsome. The Public Works Department, the Customs, the Railway and Canals Departments, the Post Office Department, Militia Departments, the Marine Department, the Fisheries Department, the Bureau of Agriculture, and the model room connected with the Patent Department, are all located in this building. The west front of this building looking upon the upper town and beyond it towards the Chaudiere Falls and Hull, gives a fine view of the wooded lands on the shore of the Ottawa River and the distant range of hills beyond, including a far view of the river and its banks stretching to the southwest in the direction of Aylmer. Similar or still more extensive views are obtained from the west side of the Parliament Building.

The ceiling of the passages and of many of the rooms of the Parliament Buildings are made of pine wood, varnished, which being wrought into ornamental cornices and panels produces a rich and very fine appearance. The same material has been used for the doors. The fillings around the grates and mantle-pieces are of polished Amprrior marble; it is greyish blue marble of very fine grain, and capable of being polished to a high degree. All the floors are supported by rolled iron girders, and filled in between with cement. The stairs in the building are all built of blue Ohio stone, and constructed with hanging steps.

The system for heating and ventilating is on the most approved principle. Under the central court of the Parliament building is the boiler room, in which are six boilers, each twenty feet long and five feet in diameter, furnished with a steam drum, safety-valve, &c., and a steam engine of sufficient horse-power to work the pumps and throw 250 gallons of water per minute into tanks placed in the towers, from whence the water is supplied to all parts of the buildings. The heating is effected by steam conveyed in pipes from these boilers to the Senate Chamber, the Library, and the rooms adjoining, by means of duct sufficiently large for the introduction of an abundant supply of fresh air, situated immediately under a vault in which steam pipes are placed to

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of the air on its entering the vault from the duct, through a perforated floor, and before it passes into rooms proposed to be heated. These ducts enter on all sides of the building, and range in size according to the position in which they are placed. Of the ducts, there are 3,600 lineal feet, generally of 2 feet 4 inches high, with sides built of dressed stone, and formed with slight descent where they pass out of the building. The other parts of the building are heated on what is called the coil system, or by direct radiation. For the rooms heated by this system there is an area of 4,308 feet of hot air flues, 24 by 19 inches sectional area, formed in the wall adjoining the committee rooms and other parts of the building heated, exclusive of ninety feet of others of greater dimensions for the larger steam pipes.

In the internal arrangement nothing appears to have been spared to make the buildings as perfect as possible. The wants of the Government and its officials have been most carefully studied by the architects, and the beauty of the situation, combined with the elegance of the buildings, enable the capitol of Canada to compare with any in the world.

One of the most remarkable features in the history of Ottawa, and which has tended materially to add to its commerce and wealth, is the work or works constructed to overcome the difficulties that lumbermen lay under in passing their timber over the Chaudiere Falls. To obviate the destruction and damage, which a considerable portion so passing annually underwent, a contrivance known as "Timber Slides," was introduced by the late Ruggles Wright. Above the Falls, a certain portion of the river is dammed off, and turned into an artificial wide channel or canal, down which most rapid of all rapids in America, the waters of the Ottawa rush with terrific speed. The head of this slide is placed some 300 yards above the Falls, and terminates after a run of about three-quarters of a mile, in the still waters of the river below. As, however, a raft on such a steep incline and hurried along by such a mass of water, would attain a speed which would destroy itself and all upon it; the fall of the shoot is broken at intervals by straight runs, along which it glides at comparatively reduced speed, till it again drops over and commences another headlong rush. Some of these runs terminate with a perpendicular drop of some four or five feet, over which the raft goes headlong and wallows in the boiling water beneath, till the current again gains the mastery and forces it on faster and more furiously than before. More than 20,000,000 cubic feet of timber come down the shoots of the Ottawa in this manner each year. The rafts are generally made of from 15 to 20 logs, with two traverse ones to secure them at each end, and a kind of raised bridge for the lumberers to stand on, who, without such aid would be washed off it, as the mass drops, from shoot to shoot, down these rapids and disappears some few feet under water each plunge.

To go down the rapids of a Timber Slide, is the most exhilarating adventure in all the *repertoire* of European and American travel. The immense speed of the whole mass—the rush of the water—the succession of shoots stretching out before you like sloping steps of stairs, the rough, long straits, in which the raft seems to dive and founder, letting the water up beneath and over it behind, till it is again urged forward, working like a bundle of reeds, getting a momentary rest with each incline, and again thumping over the straits with sharp uneasy struggles,

THE  
Best and Largest Stock  
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**FURNITURE**

Bedroom Suits, Parlour Suits, Office Furniture,

**CARPETS, &c., &c.,**

CAN BE SEEN AT OUR STORES,  
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OUR STOCK is the finest in the market,  
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We have the latest styles of machinery, which  
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(NEAR SPARKS).

7 year old Rye.

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**AUTOMATIC REFRIGERATOR COMPANY**  
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SOLE MANUFACTURERS OF  
Hanrahan's Patent Refrigerator  
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circulation of Dry, Cold Air, it is impossible for one article, no matter how sensitive,  
to receive odor from the other. Used by the Government in shipping fruit to the  
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Canada Engine Works, Montreal, Aug. 26, 1887.

Messrs. "AUTOMATIC REFRIGERATOR CO." LIM.,

1749 Notre Dame Street, City.

GENTLEMEN.—The Refrigerator purchased of you has worked most satisfac-  
torily, the air and contents of the safe remaining perfectly dry and free of disagree-  
able odors.

You have been very successful in your application of the principle of precipitat-  
ing the vapor contained in the air of the safe, by its continuous circulation through  
a colder medium, all the vapor being thoroughly sifted or filtered out of the air and  
drained off by the waste. I am, yours etc.,

E. E. GILBERT.

St. Lawrence Hall, Montreal, Aug. 6, 1887.

DEAR SIRS.—We have much pleasure in stating that the "Hanrahan Patent  
Automatic Refrigerator," purchased from you gives entire satisfaction, the circula-  
tion of dry, cold air is perfect, and if necessary we can keep fruits, salads, milk,  
butter, etc., for weeks in the same chamber without one article tainting the other,  
no matter how sensitive it may be.

We find the Refrigerator all that is claimed for it, and consider it will be only a  
question of time its superseding all others.

We would be happy to show ours to any one, and can with confidence recom-  
mend them. Yours sincerely,

H. HOGAN, per W. H. BROWN.

**HARDWARE**

Direct from the Manufacturers, Wholesale and  
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**D. GARDNER & CO.,**

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VISITORS AT THE EXHIBITION should not fail  
to call at the above stores. They will be found equal  
to any in the Dominion.



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GENTLEMEN.—The Refrigerator purchased of you has worked most satisfac-  
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also an endless variety of

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PAINTS, all colors, OILS, GLASS, PUTTY, &c.

Country Merchants and Dealers will be supplied with all goods  
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shipped from my own Storehouse, Montreal, if so desired.

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creates a sensation such as neither balloon nor diving bells afford, and such a whirl as only three-quarters of a mile down the great timber shoots of the Ottawa can ever give.

The population of Ottawa, with its recently acquired suburban additions, exceeds 40,000, and is steadily progressing. Everything that characterizes the modern cities of the world may now be found at the Capital. A splendid water works' system, admirably arranged telephone and telegraphic bureaus, magnificent electric light organizations, first-class hotels, thriving factories (for which there are attractive openings in various lines), a railway system east, west and south; the Pacific Railway running through from Montreal to British Columbia, the Canada Atlantic connecting with the Grand Trunk, the Ottawa River Navigation Co's splendid boat plying between Ottawa and Montreal—all conspire to make the Capital one of the brightest, most go-ahead, thriving and prosperous cities in the Dominion.

Ottawa is now a great railway centre. With its natural advantages, its favorable surroundings, its metropolitan character, its increasing commercial importance and gigantic lumber trade, it must ultimately grow, progress and expand to an extent not dreamed of by the most sanguine a few years ago. Under the impetus which must naturally be given to trade, agriculture, commerce and manufactures by the many railroads converging towards the Capital, it may be reasonably assumed that, within a few years, this city shall have expanded and increased in wealth and importance to such an extent as fully to justify the action of Her Majesty the Queen in its selection as the Seat of Government. The rise and progress of Ottawa, if slow compared with the spasmodic advance of other places, has been sure, certain and permanent, and altogether free from features of an ephemeral character. In its agricultural surroundings and internal capacities for large manufacturing industries, Ottawa has been singularly fortunate; and no one possessing practical foresight can now entertain a doubt that it is destined to become ultimately one of the most important cities in the Dominion. Its outskirts on all sides are bordered by fine flourishing villages, which will, doubtless, in a short time become incorporated within its limits, adding materially to its size, wealth and population.

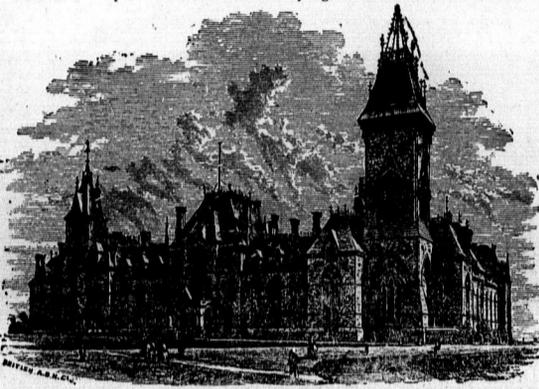
Surrounded by exquisite scenery, it seems almost superfluous to particularise, still those who visit the Capital should not fail, after "doing" the Parliament Buildings, to visit some if not all of the places here referred to.

The Patent Office, also, will well repay a visit. In this department is kept models of all the patents which have been granted. The list of the patents issued is long and varied; and if they continue to increase in the future as they have multiplied during the past few years, additional room will shortly be required for the proper disposition and custody of those important and interesting evidences of the inventive talent of the country. Another object of great national value and deep scientific interest is the Government Geological Museum, in which may be found, technically arranged, classified and labelled, all the rich, abundant and varied mineral productions of the Dominion, comprising a vast collection of great diversity and attraction. In addition to the very complete and comprehensive aggregation of mineral products of this Museum, there is also a large assortment of native fossils and curious specimens of organic remains; together with a vast variety of aboriginal curiosities appertaining to the past and present history and illustrative of the manners and customs of several tribes of the North American Indians. In addition also to the admirable display of our national resources already mentioned, many fine and valuable zoological and ornithological specimens have recently been added to the Natural History department, which will materially enhance the pleasure and interest of a visit to the Museum. The Fisheries Exhibit in Victoria Hall, O'Connor street, is possessed of many and varied attractions. It contains preserved specimens in natural form, colour and size, admirably executed, of all the fishes indigenous to the waters of the Dominion of Canada, embracing each species, from the white whale down to the smelt and the mudpout. The collection also includes a splendid display of stuffed and preserved specimens of the many fish-eating birds of Canada, from the bald eagle down to the kingfisher; together with several specimens of fish-destroying animals, comprising seals of various kinds, otters, minks and fishers. Objects of peculiar attraction in the Fisheries Exhibit are the white whale, the giant salmon and immense lake trout, the sharks, the horse mackerel or tunny, the large sturgeons, maskinonge, pike and the varied and complete collection of trout and lake whitefish. A mention of the attractions of the Exhibit would not be complete without a reference to the machinery and appliances for the hatching of fish to be seen there. The various stages of the interesting process of artificially producing fish, can be observed; and the sight is an exceedingly instructive and interesting one. Those who visit the City of Ottawa should not fail to see the Geological Museum and the Fisheries Exhibit. Tourists may travel far without witnessing sights of more attractive intrinsic merit. Major's Hill Park, situated on the

dams and piers at the head of the current. The Mills of Messrs. Bronson & Weston, John R. Booth, Parley & Pattee, at the Chaudiere on the Ontario side, the immense establishment of E. B. Eddy and Hurlman Bros., at Hull, on the Quebec side, and the newly-constructed mill of James MacLaren & Co., at the Rideau Falls, are all wonders of extent and cutting capacity. When in full operation, cutting at night, under the powerful and diffusive blaze of the electric light, these mighty lumber manufacturing establishments present scenes of bustle, brilliancy, and magnificence unequalled, as evidences of enterprise, in any part of America. The vast piles of lumber by which they are surrounded, notwithstanding the millions of feet shipped every week, furnish ample proof of the extent and importance of this great staple trade. The fine cut-stone Court House and Gaol, and Registry Office of the County of Carleton, are situated on Nicholas street, in the City of Ottawa, and are an ornament to the locality. The City Public Buildings are the City Hall (which cost \$90,000), Registry Office, Central and Primary School buildings in the different wards; By, Wellington, Victoria and Ottawa Ward Market houses, and the Fire Stations, connected by electric telegraph, for fire alarm purposes, with the Central Office at the City Hall. The Collegiate Institute and Model and Normal School buildings are centrally situated on Cartier Square. The Educational Institutions are all costly, commodious and ornamental structures.

There are twenty-six churches, many of which are costly and imposing in architectural design and appearance, in the City of Ottawa. Denominationally described, they are as follows: 1 Baptist, 1 Congregational, 1 Catholic Apostolic, 1 German Lutheran, 5 Episcopal, 5 Methodist, 5 Presbyterian, and 7 Roman Catholic. The greater number of these churches are of elegant construction. Notably so, the Basilica, Roman Catholic; St. Andrew's, Knox and Bank Street churches, Presbyterian; the Dominion and Metropolitan, Methodist; the St. Patrick's, St. Joseph's and St. Jean Baptiste, Roman Catholic, and Christ's Church, English. Christ's Church cost \$45,000; the Dominion, Methodist, \$50,000; St. Andrew's, \$60,000; Knox Church, \$52,000; St. Patrick's, \$42,000; Baptist, \$30,000; St. Jean Baptiste, \$40,000.

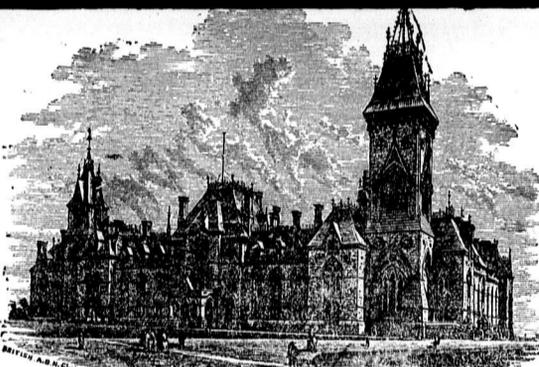
The Dufferin Bridge, so named in honour of Lord Dufferin, a former popular Governor-General of Canada, is a noble iron structure connecting Rideau and Wellington streets; and the Sapper's Bridge, thus designated from having been built by the Royal Sappers and Miners in 1828, in its enlarged and widened form, forms a commodious connecting link between Sparks street, the "Broadway" of the metropolis, and Rideau street, which runs easterly to the Rideau River. Amongst the outlying attractions in the vicinity of the City of Ottawa, Rideau Hall, the residence of His Excellency the Governor-General, occupies a conspicuous place; not only on account of its pleasant and commanding site, but also in consequence of its being the stated abode of Her Majesty's Representative. Rideau Hall is situated upon a rising ground in the midst of a beautiful grove of fine, old forest trees, in the village of New Edinburgh. It was built for a private residence by the late Hon. Thomas Mackay, and has been enlarged and improved since it came into the hands of the Canadian Government. The grounds attached to the Vice-regal residence contains about eighty-seven acres, a portion of which is covered by a grove of fine trees. The cost of the



DEPARTMENTAL BUILDINGS, OTTAWA.—EAST BLOCK.

place together with the improvements affected, amounts to about \$300,000. Rideau Hall has been occupied by the representatives of Her Majesty since the time of Lord Monck. The occupants immediately prior to the arrival of Lord Lansdowne, were the Marquis of Lorne and Her Royal Highness the Princess Louise. The largest and

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It is covered by many fine trees, some of which are the old forest trees, and all of the others have been planted by the Corporation. It is well laid out in winding walks and avenues, and profusely planted with flowers and shrubs of great variety and beauty. This beautiful place of recreation is largely made use of in hot weather by the citizens of Ottawa. Its dry and elevated position and cooling shade renders it peculiarly conducive to enjoyment and health. The Rideau Falls, situated about one mile eastward from the centre of the city, on the direct line of the Street Railway, formed by the dividing branches of the Rideau River, are exceedingly beautiful cascades. The waters of the Rideau fall into the Ottawa at two points of confluence, occasioned by a large island which divides the stream about eight hundred yards from the latter. During the period of high water in Spring, these falls, tumbling perpendicularly down a rocky descent of between forty and fifty feet, are singularly grand and picturesque in appearance. The Chaudiere Falls, spanned by an iron suspension bridge, which was completed in the year 1844, is a cataract of great depth and volume; the greater part of the water of the river rushing with concentrated force through a comparatively narrow channel. The view of this magnificent waterfall from the suspension bridge, always interesting, during the spring freshet is grand beyond conception. From the perpetually ascending clouds of spray it has derived its French name *Grande Chaudiere*, or the "Big Kettle." Travellers who have seen this beautiful cataract in its most turbulent aspect, have pronounced it second only to Niagara. The Water Works Pump House is situated in Victoria Ward, at the west end of the city. The gigantic pumps are driven by water power, and are of great strength and capacity. The hydrants supply effective streams at great pressure to subdue fires. The supply of water, which is ample, is taken from the Ottawa River above the Chaudiere Falls, far out in the current. Cartier Square, the property of the Dominion Government, situated near the Rideau Canal, in the centre of the city, is a beautiful piece of ground, containing in a large square about twenty-four acres. On the easterly end of it the Drill Hall, an immense brick building stands. The Hall, as well as the Square, is used by the military organizations of the city for the purposes of drill and parade, and by permission of the Government, for sports and games of various kinds. During the past summer the Square was broken up and levelled, and the improvements which have been completed, make it one of the finest public squares in Canada. It has been planted on all sides with two rows of trees, which, after a few years, will afford a pleasant shade to visitors and spectators on occasions of public display. Lansdowne Park, the property of the Corporation of the City of Ottawa, is in the immediate vicinity of the city. It is picturesquely accessible by water as well as by land. On these fine grounds are held the periodical Exhibitions of the Ontario Agricultural and Arts Association, and the Park is a popular pleasure resort for picnics and other festivities. One of the finest half-mile racing tracks in Canada has recently been constructed on the grounds, which can be advantageously utilized for the display of saddle and carriage horses during the Exhibition. Foremost amongst the interesting and attractive sights within the city limits, and the adjacent City of Hull, are the gigantic saw mills, all driven by the waters of the Chaudiere Falls, which have been judiciously utilized for manufacturing purposes by the construction



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place together with the improvements affected, amounts to about \$300,000. Rideau Hall has been occupied by the representatives of Her Majesty since the time of Lord Monck. The occupants immediately prior to the arrival of Lord Lansdowne, were the Marquis of Lorne and Her Royal Highness the Princess Louise. The largest and finest cricket ground in the Dominion is on this Domain.

Canadian Canals.

The great lake and river system of Canada has been made continuously navigable for a distance of 2,384 statute miles, by a connecting chain of ten canals, comprising 71 3/4 miles of artificial navigation. This system extends from the Straits of Belle Isle to Thunder Bay, at the head of Lake Superior. The following table of distances indicates also the respective positions in statute miles of these canals, thus:— Straits of Belle Isle to Father Point, 64 1/2; Father Point to Rimouski, 6; Rimouski to Quebec, 177; Quebec to Three Rivers (or tide-water), 74; Three Rivers to Montreal, 86; Lachine Canal, 8 1/2; Lachine to Beauharnois, 17 1/2; Beauharnois Canal, 17 1/2; St. Cecile to Cornwall, 32 1/2; Cornwall Canal, 11 1/2; River and Farran's Point Canal, 16 1/2; Rapide Plat Canal, 4; River and Point Iroquois Canal, 7 1/2; Junction and Galops Canals, 4 3/4; Prescott to Kingston, 66 1/2; Kingston to Port Dalhousie, 170; Port Dalhousie to Port Colborne (Welland Canal), 27; Port Colborne to Amherstburg, 232; Amherstburg to Windsor, 18; Windsor to Foot of St. Mary's Island, 25; Foot of St. Mary's Island to Sarnia, 33; Sarnia to Foot of St. Joseph's Island, 270; Foot of St. Joseph's Island to Sault Ste. Marie, 47; Sault Ste. Marie Canal, 1; Head of Sault Ste. Marie to Pointe aux Pins, 7; Pointe aux Pins to Duluth, 390. Add to this the 2,234 statute miles' distance from the Straits to Liverpool, and it gives a total navigable length of 4,618 miles from Duluth, the extreme head of Lake Superior, to Liverpool. The difference in level to be overcome, to where tidal influence ceases, is about 600 feet. Of this, the Canadian canals, with a total number of 53 locks, overcome a height of 532 3/4 feet. The one-mile long Sault Ste. Marie Canal, built by the United States, has one lock, lifting 18 feet. The size of the locks in this system ranges from 200 to 270 feet in length by 45 feet in width. The depth of the water is from 9 to 14 feet, and the Government intends to make the whole route fit for vessels of 12 to 14 feet draught of water. The canal route from Montreal to Ottawa and Kingston has a total length of 246 1/2 miles, with 59 locks exclusive of the Lachine Canal, and a lockage of 533 1/2 feet. The new works on this route give 9 feet water in locks 45 x 200 feet. Canal navigation is secured between the St. Lawrence and New York by means of the Richelieu River and Chambly Canal. This has 9 locks with 7 feet depth of water; and connects by Lake Champlain with the United States Erie Canal, and the Hudson-River; a total distance of 411 miles. Of the Trent River navigation, between Lake Huron and the Bay of Quinte of Lake Ontario, 235 miles, only part has been made navigable, chiefly for the passage of timber; and 155 miles' distance is available for light draft vessels. Finally, there is the St. Peter's Canal, cut through an isthmus half-a-mile wide, between St. Peter's Bay on the Atlantic, and the Bras d'Or Lakes of Cape Breton. It has a lock 48 x 200 feet, with a depth of 18 feet and a breadth of 55 feet. The Government of the Dominion has decided upon enlarging the St. Lawrence system and connecting a new canal on Canadian soil at Sault Ste. Marie, which will give an immense impetus to the national carrying trade.

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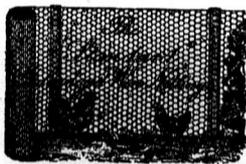
# R. J. DEVLIN'S

## Fur and Hat Establishment

Is probably the best equipped house of the kind in British America. A large staff of furriers is kept employed the year round from January till December. Situated in the middle of a great fur bearing region, Mr. Devlin's facilities for collecting raw material at first cost are unexcelled. Beaver, Otter, Mink, Marten and other fine furs are taken almost at the door and transformed into fashionable garments in a short space of time. But the manufacture of local furs is only a small portion of the business. Mr. Devlin annually uses from 400 to 500 Alaska Seals of the very best quality, costing in the raw state nearly ten thousand dollars. Tiger Skins from India, Grizzly Bears from the Rockies, and Musk Ox from the Great Mackenzie Basin, are also among his importations.

In HATS it is no exaggeration to say that Mr. Devlin sets the fashion for Canada. He has close connections with all the leading English and American manufacturers, and spares neither trouble nor expense to secure the latest and best. He is in constant communication with London and New York, and prides himself on presenting to his customers the latest Hats as they appear in those cities. Importing direct from the manufacturers and paying cash, as he does, he is able to lay the most expensive goods on his counters at a moderate figure. His motto is not only to keep abreast of the times, but to go a little ahead of them.

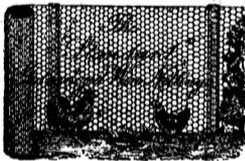
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### Galvanized Iron Poultry Wire

Importing direct from the manufacturers and paying cash, as he does, he is able to lay the most expensive goods on his counters at a moderate figure. His motto is not only to keep abreast of the times, but to go a little ahead of them.

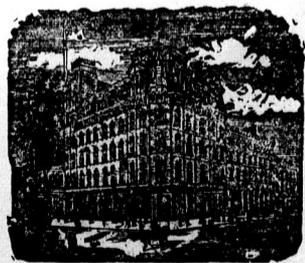
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Dress & Mantle Making Emporium,  
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MRS. PHELAN having just returned from New York, where she has been looking up the Newest Styles and Fashions, is now prepared to cater to the most fastidious with all the elements of success.

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## THE CANADA ATLANTIC.

A Popular Local Railway Company, with a Great Future in Store.

The Canada Atlantic Railway, running from Ottawa to Rouse's Point, N. Y., a distance of 135 miles, although a comparatively new line, has obtained an enviable reputation for the manner in which its passenger trains are handled. This is consequent upon the service being run in the interest of the travelling public, and the Company has demonstrated this by placing, between Ottawa and Montreal, two passenger trains each way which are not excelled for elegance and comfort in Canada. These trains were the first in Canada to be lighted by electricity, the Julien storage system being used, thereby giving the Canada Atlantic the reputation of being the first railway in Canada running trains lighted by electricity. They also had fitted up and put in service an entire train heated by steam from the engine. The experiment, although costly, has proved so highly satisfactory, contrary to statements made that enough steam could not be furnished to properly heat the cars in the cold Canadian climate, that all trains are being fitted up in like manner.

Referring to the steam heating and lighting by electricity introduced by this Company the Montreal *Witness* recently said:—"A few weeks ago the first electrically lighted train in Canada left the Bonaventure Station for Ottawa, and the first train equipped with a continuous heating system by which all the fire in the train is concentrated in the furnace of the locomotive, was sent over the same route yesterday. It is to be hoped that the enterprise of the Canada Atlantic will have its due effect on the older lines, and that next winter there will not be a furnace nor an oil lamp in a single Canadian passenger car."

Mr. A. Begg, Commissioner for British Columbia, speaking to a newspaper correspondent relative to railway travel, said:—"In all my travels in England and Scotland, over the leading railways of Great Britain, I saw no railway carriages as inviting and brilliant and comfortably heated as those of the Canada Atlantic. The thermometer might be below zero several degrees outside, but within summer reigned and the electric light was so clear and, at the same time, so soft and steady, that reading in the car was as easy as in the best hotel. The management of this model railway certainly deserves the thanks and encouragement of the whole community for their enterprise in the manner of heating and lighting their cars."

Close connections are made via this route with the Richelieu and Ontario Navigation Company's steamers at Coteau Landing, running daily the famous St. Lawrence Rapids. A daily train leaves Ottawa at 1:20 p.m., making the journey to Montreal via the St. Lawrence and arriving there at 6 p.m. and at Quebec the following morning.

This Company have recently put on a through sleeping car service between Ottawa, Ont., and New York City, also through to Boston, being the only line running through cars from the capital of Canada to the great American metropolis without change. These cars are of the best and have all the latest improvements.

A charming place of resort for excursion pic-nics on the Canada Atlantic Railway is the beautiful Clark's Island in the St. Lawrence, at



DEPARTMENTAL BUILDINGS, OTTAWA.—WEST BLOCK.

the head of the Coteau Rapids and one and a half miles from the manufacturing town of Valleyfield. This is one of the most attractive spots on the St. Lawrence, and the boating and fishing at this place unsurpassed.



DEPARTMENTAL BUILDINGS, OTTAWA.—WEST BLOCK.

the head of the Coteau Rapids and one and a half miles from the manufacturing town of Valleyfield. This is one of the most attractive spots on the St. Lawrence, and the boating and fishing at this place unsurpassed.

At the southern terminus of this road, Rouse's Point, situated at the foot of Lake Champlain and only a few miles from the celebrated Adirondacks range of mountains, is found one of the finest fishing grounds in Northern New York. The boating is unsurpassed. Parties desiring to spend a length of time there will find all the comforts of a first-class hotel at the Windsor, there being in connection with it a first-class livery, boats, steam yachts and steam launches for the guests. Chas. F. Beck, proprietor, Rouse's Point, N. Y., will furnish full information to all who desire to visit the place.

The general offices of the Canada Atlantic Railway Company are situated at Ottawa.

We might mention the magnificent low level bridge about to be constructed at Coteau over the St. Lawrence River, to connect with the Company's United States system, thereby enabling passengers and traffic generally to be carried without any change whatever. The Canada Atlantic is a model railway conducted upon principles highly creditable to the management.

### Military and Naval Power of the Principal Governments in Times of War.

The Austro-Hungarian army numbers 1,058,900 men; the navy comprises 90 vessels (inclusive of 11 ironclads), of 119,900 horse-power, and carrying 743 guns.

The Chinese army numbers 1,070,000 men; the navy comprises 19 ironclads and an unknown number of vessels of all other kinds. The armament is also unknown.

The French army numbers 2,500,000 men; the navy comprises 381 vessels (including 46 ironclads), of 487,800 horse-power, and carrying 1,670 guns.

The German army numbers 2,650,000 men; she has 84 wooden and 24 ironclad vessels, of 227,900 horse-power, and carrying 1,520 guns.

The Greek army numbers 100,000 men; she has 60 wooden and 2 ironclad vessels of 25,000 horse-power, and carrying 135 guns.

The National army of India numbers 103,716 men.

The Italian army numbers 2,119,250 men; the navy comprises 109 wooden and 18 ironclad vessels, of 196,166 horse-power, and carrying 925 guns.

The Russian army numbers 2,121,864 men; the navy comprises 318 wooden and 40 ironclad vessels, of 196,166 horse-power, and carrying 671 guns.

The Spanish army numbers 452,239 men; the navy comprises 166 wooden and 5 ironclad vessels, of 101,500 horse-power, and carrying 750 guns.

The Turkish army numbers 758,000 men; the navy comprises 130 wooden and 15 ironclad vessels, of 183,300 horse-power, and carrying 915 guns.

The British army numbers 644,700 men; the navy comprises 337 wooden and 63 ironclad vessels, of 877,000 horse-power, and carrying 4,500 guns.

The United States army, in time of peace, numbers 27,150 men, though there are 6,500,000 citizens subject to call in time of war; the navy comprises 92 vessels, of which 32 are ironclad. Several new vessels are under way or projected.

**Rod and Gun in Canada.**

To the sportsman who has shot over and fished all the available resorts of his native England, who has traversed the rising grounds of Europe with his gun, and who has thrown his fly on all the waters from Norway to Geneva, a tour through Canada with rod and gun will afford a new excitement, and prove a theme for memory to recall for many a year thereafter. The romantic peculiarities of the wilderness of the older provinces, with their marvellous water communications, their lakes embosomed in hills and connected by streams and rivers, are something new and purely American. Not infrequently mountain ranges in the back country skirt the background just at sufficient distance to allow the ozone of the Canadian skies to tinge them with a blue haze that softens their aspect. The vegetation of the forest is as rich as it is varied, and, if visited in the autumn, the tints of the different trees present a spectacle of colour that would scarcely be credited if represented in a picture. In traversing the wilderness the bark canoe is indispensable, and is far more convenient than a skiff; turned bottom up and resting on the blades of the paddles, carried on a man's shoulders, it is easily conveyed around falls or rapids, or over an intervening spur of land. As a natural consequence of the extreme purity of the mountain lakes and streams, the fish which abound in them are superior to those taken in other waters, and the colours of the trout in some of them are past description. The variety may not be great, but this is made up for by the abundance of those met with. The salmon in the large rivers near either coast, the salmon (or grey) trout, the trout, the whitefish, the maskinonge, the pike, the pickerel or pike-perch (a fish peculiar to this continent), and the bass constitute the prevailing species. The salmon trout is more often taken with the troll or live bait in deep water than in any other way, but it lacks the activity of the trout. The latter range from a half to five pounds in weight, with sides of a bronze colour interspersed with rich salmon and crimson spots, intermingled with yellow; the belly is frequently a brilliant reddish orange hue, and the flesh incarnate red and very firm. In Manitoba and the North-West, with the exception of pike and whitefish, the rod is not much needed, the gun being more in vogue, but in the streams of the Rocky Mountains and on the British Columbia slope, the angler will find his paradise.

In addition to the rod, abundance of game offers sport to the gun, and the rifle should also be taken for deer, bears and wolves, although in the older settlements the larger animals are now scarce. Grouse, or as they are here styled, partridge, are abundant everywhere in the woods, whilst the bald headed eagle and the osprey may occasionally be seen around some mountain lake. Ducks, plover, teal, snipe, woodcock, quail and lots of water birds abound, and in British Columbia the English pheasant, which was introduced a few years ago, is now plentiful. Although the larger game and beasts of prey such as panthers, bears and wolves, are getting rare, the depths of the great northern forests and the almost untrodden ranges of the Rocky Mountains and the Selkirks offer abundant trophies of the chase to the adventurous sportsman who may turn his steps in that direction. The grizzly bear makes his home in these mountains, whence he sallies forth on the plains, and, being possessed of amazing strength and activity, the danger of the chase renders the sport of following him most exciting. In Manitoba, even within a few miles of Winnipeg, prairie fowl are to be found scattered in all directions in numbers sufficient to satisfy any sportsman, whilst in autumn ducks and water fowl literally cover every pond and lake. Successive flocks of these keep sport alive. In Southern Manitoba the elk is yet found, and the moose frequents the country further north, between Lakes Winnipeg and Manitoba. To the genuine sportsman and the lover of the picturesque, there is no place in the west holding out inducements equal to those to be found in the Bow River district, taking Banff as the centre. Hunting or fishing, as he turns his gaze to the west, he will see towering up to the skies peak over peak of the everlasting hills. Should the mountains become tiresome, he has only to turn his gaze to the east and look over the swelling prairie until, in the distance, the grassy plain melts into the limitless horizon. The Peace River district, too, is a great resort for big game. Within the mountain range hunting the big horn or Rocky Mountain sheep and the mountain goat will give exciting sport. Wary in the extreme, they are most difficult to approach, and it is only by exercising a hunter's stratagems that a shot can be fired at them. For the true sportsman, there is, in spite of the rapid increase of settlement, abundance of game, and the migration of the wild fowl saves them from the universal destruction which threatens quadrupedal life.

The intending sportsman should for an outfit wear woollen clothes, and water-proof leather boots, and avoid rubber as unmendable and useless when torn. See that the ammunition is of the best, take a pocket map and compass, a field glass, axe, pocket and belt knife, matches in water-proof cases, twine and a cooking camp outfit, whose component parts fit into each other. Provisions will have to be arranged for according to the locality visited, and the guide will best know the requirements of the different districts. Ample store of tea should be taken as being the true beverage of the woods, a fact known and recognized by the lumbermen, whose life is mainly spent there. With

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**Population of the Globe.**

(By Continents.)

Europe, in an area of 3,756,970 square miles, supports a population of 331,972,000, being 88.3 persons to the square mile.  
 Asia has an area of 17,212,680 square miles, and 795,591,000 inhabitants, being 46.2 persons to the square mile.  
 Africa has an area of 11,514,770 square miles, and a population of 205,825,000 souls, being 17.8 persons to the square mile.  
 North America, in an area of 7,900,350 square miles, supports 72,500,000 inhabitants, or 9.1 persons to the square mile.  
 South America, in an area of 6,854,000 square miles, supports a population of 28,400,000, or 4.1 persons to the square mile.  
 Oceania, having an area of 3,456,700 square miles, supports a population of 4,310,000, or 1.2 per square mile.  
 The Polar Regions, in an area of 1,730,000 square miles, support 82,000 inhabitants, being .05 per square mile.

(By Races.)

The Mongolian or Turanian Peoples, who occupy the greater part of Asia, are 630,000,000 in number.  
 The Indo-Germanic, or Aryan Race, chiefly inhabiting Europe, Persia, etc., number 545,500,000.  
 The Negro and Bantu Tribes, inhabiting Central Africa, number 150,000,000.  
 The Semitic or Hamitic Tribes, occupying North Africa and Arabia, number 65,000,000.  
 The Malay and Polynesian Tribes, occupying Australasia and Polynesia, number 35,000,000.  
 The American Indians, of North and South America, number 15,000,000.  
 The Hottentots and Bushmen, of South Africa, are 150,000 in number.

(By Religious Creeds.)

The Christians in the world number 395,000,000, divided as follows:  
 Roman Catholics, 175,000,000.  
 Protestant sects, 110,000,000.  
 Communion of the Greek Church, 90,000,000.  
 All other Christian sects, 20,000,000.  
 The Buddhists in the world number 400,000,000.  
 The Brahmans number 220,000,000.  
 The Mohammedans number 160,000,000.  
 The Fetish worshippers number 150,000,000; the Jews number 7,000,000; and there are among the aboriginal tribes and others of various belief, 100,000,000.

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Laurence's Brilliants Reduced to \$1.00 a pair.

A great assortment of Silver and Silver Platedware.

Call and examine our stock before purchasing elsewhere.

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shipped to any address without extra charge.**C. S. SHAW & CO.**

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the Best and Cheapest place to buy their Teas  
and Coffees.Goods properly packed by competent hands and  
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the Best and Cheapest place to buy their Teas  
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largely from place of growth, thus supply-  
ing the consumer at the smallest possible  
advance on the original cost.**STROUD BROS.,**109 Rideau Street. 172 Sparks Street.  
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All kinds of the Choicest Vegetable and Gar-  
den Seed, Bird Seeds, Bird Gravel, Choice Cut  
Flowers, Bouquets and all kinds of Plants.  
Wedding and Funeral Work a Specialty.

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Tinfoil, Twine, Bouquet Papers, Atomizers,  
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Moss, Flour Pots and all kinds of Florists  
Requisites, Bulbs, etc.

223 Rideau St., - Ottawa.

**Central Canada Exhibition**

OTTAWA,

Commencing September 24, 1888.

**Immense Attractions**

FOR THE WEEK.

**GRAND**  
**Scenic & Pyrotechnic Displays**The ATTRACTIONS COMMITTEE has secured some of  
the most celebrated Acrobatic, Athletic and  
Pantomimic Performers in the world.

MAGNIFICENT AND THRILLING

**ROMAN CHARIOT RACES**  
EVERY DAY.A TRACTION EXTRAORDINARY—Under special contract to the  
Central Canada Exhibition Association, PHILION'S GYMNAS-  
TIC, ACROBATIC AND PANTOMIME COMPANY, headed by  
the greatest High Rope Artist and Pantomimist in the world.**ALEXANDER ZANFRETTE,**Better known as THE GREAT ZANFRETTE, who will perform some  
of the most wonderful feats ever witnessed upon a wire a half inch  
in diameter and stretched at an elevation of 100 feet. He will run for-  
ward and backward, stand erect on his head in the centre, carry a  
lady across on his back, and many other wonderful and perilous feats.  
THE GREAT LOW TIGHT ROPE, upon which Zanfretta will give  
his dancing evolutions, introducing his Large Wooden Shoe Dance  
and his Astonishing Somersault Act, in which he has no equal.  
ZANFRETTE'S COMIC STILT ACT, a most comical perform-  
ance on stilts 12 feet high.**THE KINGS OF THE AIR, LEVANIEN AND McCORMICK**In their soul-stirring, applause-creating act, entitled "Zampillerosta-  
tion," consisting of flying leaps 72 feet through the air, and conclud-  
ing with the most daring feat of modern times, that of leaping through  
space, turning a complete somersault in mid air, one catching the  
other, while both are blindfolded.LEVANIEN and McCORMICK will also appear in most wonder-  
ful evolutions upon the Double Horizontal Bar.**THE FAMOUS RICE BROTHERS**

Who will appear in their world renowned Acrobatic Act.

**VAL VINO,**The Champion Juggler and Equilibrist of America, who will appear  
in Astonishing Feats of Dexterity.**Philion the French Illusionist & Necromancer**

In a Grand Magical Entertainment.

**The FAMOUS ZANFRETTE FAMILY**Consisting of the following: Alexander Zanfretta, Emma Zanfretta,  
Leo Zanfretta, George Zanfretta, Effie Zanfretta, Aimee Zanfretta, in  
Alexander Zanfretta's COMIC PANTOMIMES, "The Fat Man's  
Wedding," "The Skeleton," and "The Four Lovers," introducing  
the entire company.

This CUT shows

the

Natural Shape

of the Foot.

Large variety of Imported

FOOTWEAR

ALWAYS IN STOCK.

GET BOOTS AND SHOES

TO FIT YOU AT

**MASSON & CO'S**

Boot and Shoe Store,

SPARKS ST.,

OTTAWA.

NEWCOMBE  
DUNHAM  
WEBER**PIANOS**

KARN

ORGANS

**MASSON & CO'S**

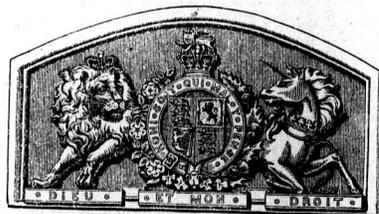
Boot and Shoe Store,

SPARKS ST.,

OTTAWA.

NEWCOMBE  
DUNHAM  
WEBER**PIANOS**KARN  
THOMAS  
DOHERTY**ORGANS**WE OFFER NO INSTRUMENT that our  
intimate knowledge of Pianos and Organs (won  
by an extended practical experience) will not  
warrant us in fully recommending. Customers  
will find it to their interest to get our prices  
and terms before purchasing.**W. F. COATES & CO.,**

68 BANK STREET, OTTAWA.

**PRITCHARD & ANDREWS,**  
GENERAL ENGRAVERS, ETC.BRASS, STEEL, RUBBER, DATING, RAILROAD  
AND NUMBERING STAMPS.  
NOTARIAL AND SOCIETY SEALS.175 SPARKS STREET,  
OTTAWA, ONT.**THE KINGS OF THE AIR, LEVANIEN AND McCORMICK**In their soul-stirring, applause-creating act, entitled "Zampillerosta-  
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Wedding," "The Skeleton," and "The Four Lovers," introducing  
the entire company.Monster-Balloon Ascensions. Marvellous Fireworks Dis-  
play in Selected Devices.**EXHIBITION OF SPEED.**

TUESDAY, SEPT. 25th, at 2 P.M.

No. 1—\$50.—For pair (Mares or Geldings) 16 hands and  
over, once round the horse ring, to wagon weighing not less than  
250 lbs., best three in five. Entrance \$5.00 each, 75 per cent. to first  
and 25 per cent. to second.No. 2.—Cavalry horses, the best and best trained charger, to be  
shown with cavalry accoutrements and to be ridden by officers or  
privates in uniform once round the ring; first \$10, second \$5.No. 3—\$30.—For single horse (Mare or Gelding) in harness,  
under 16 hands; once round the ring to skeleton wagon; best 2 in  
5. Entrance \$3.00 each, first to receive 75 per cent., second 25  
per cent.

WEDNESDAY, SEPT. 26th, at 2 P.M.

No. 4—\$30—Farmers' Premium.—Driving horse, the  
property of exhibitors solely engaged in farming, and to be driven by  
farmers or sons of farmers engaged in farming; heats two in three,  
once round the ring to wagon not less than 250 lbs.; horses to be in  
possession of exhibitors for at least two months previous to date of  
exhibition. Entrance \$3.00, first to receive 75 per cent., second 25  
per cent.No. 5—For Tandems.—For best tandem of horses and turn-  
out, style and skill in handling, etc. First \$10, second \$5.00.No. 6—\$50.—For pair of roadsters (Mares or Geldings) under  
16 hands; once round the ring to skeleton wagon, best 2 in 3.  
Entrance \$5.00, first to receive 75 per cent., second 25 per cent.

THURSDAY, SEPT. 27th, at 2 P.M.

No. 7—\$50.—For gentlemen's road horse (Mare or Gelding),  
16 hands or over, that has been used exclusively for that purpose for  
at least two months previous to the 1st of September, 1888; once  
round the ring to a 250 lbs. buggy, best two in three. Entrance fee  
\$5.00, first 75 per cent., second 25 per cent.No. 8—\$30—Farmers' Premium.—Running, for horses  
not thoroughbred, the bona fide property of exhibitors engaged in  
farming, to be driven by farmers or sons of farmers engaged in farm-  
ing; once round the ring, weight 150 lbs.; horses to be in possession  
of exhibitors for at least two months previous to date of exhibition.  
Entrance \$3.00 each, first 75 per cent., second 25 per cent.No. 9—\$50.—For Stallions; open to all stallions 15 hands and  
over and sound, in harness, that have covered at least ten mares dur-  
ing the season of 1888; twice round the ring, best three in five.  
Entrance fee \$5.00, first 75 per cent., second 25 per cent.

SEE OFFICIAL PROGRAMME FOR EACH DAY.

R. C. W. MACCUAIG, Secretary. ALD. ERRATT, Chairman.

Canadian Cities and Towns Having Over 5,000 Inhabitants Compared.

NAMES.	PROVINCES.	POPULATION.	
		1871	1881
Montreal	Quebec	107,225	140,747
Toronto	Ontario	56,092	86,415
Quebec	Quebec	59,699	62,446
Halifax	Nova Scotia	29,582	36,100
Hamilton	Ontario	26,716	35,961
Ottawa	Ontario	21,545	27,412
St. John	New Brunswick	28,805	26,127
London	Ontario	15,826	19,746
Portland	New Brunswick	12,520	15,226
Kingston	Ontario	12,407	14,091
Charlottetown	Prince Edward Island	8,807	11,485
Guelph	Ontario	6,878	9,890
St. Catharines	Ontario	7,864	9,631
Brantford	Ontario	8,107	9,616
Bellefleur	Ontario	7,305	9,516
Trois-Rivieres	Quebec	7,570	8,670
St. Thomas	Ontario	2,197	8,367
Winnipeg	Manitoba	4,313	8,239
Chatham	Ontario	241	7,985
Brockville	Ontario	5,873	7,873
Levis	Quebec	5,102	7,669
Sherbrooke	Quebec	6,691	7,597
Hull	Quebec	4,432	7,227
Peterborough	Ontario	4,611	6,890
Windsor	Ontario	4,253	6,812
St. Henri	Quebec	4,253	6,561
Fredericton	New Brunswick	6,006	6,415
Victoria	British Columbia	3,270	6,218
St. Jean Baptiste (village)	Quebec	4,408	5,925
Sorel	Quebec	5,636	5,874
Port Hope	Ontario	5,114	5,791
Woodstock	Ontario	3,982	5,585
St. Hyacinthe	Quebec	3,746	5,373
Galt	Ontario	3,827	5,321
Lindsay	Ontario	4,049	5,187
Moncton	New Brunswick	4,049	5,080
Totals		494,699	641,703

The indicated decrease of the population of the City of St. John is attributable to the great fire which occurred in the year 1877, when half

Legal Holidays in Canada.

BANK HOLIDAYS.

ONTARIO, NEW BRUNSWICK, AND NOVA SCOTIA.—New Year's Day; Good Friday; Queen's Birth Day; Dominion Day; Christmas Day.  
 QUEBEC.—New Year's Day; Epiphany; Annunciation; Good Friday; Ascension; Corpus Christi; St. Peter's and St. Paul's; All Saints; Conception; Christmas Day; Queen's Birth Day; and Dominion Day.  
 Also throughout the Dominion, any day appointed by Proclamation or for General Fast and Thanksgiving.

Carrying Capacity of a Freight Car.

This Table is for Ten Ton Cars.

Whiskey	60 barrels	Lumber	6,000 feet
Salt	70 "	Barley	300 bushels
Lime	70 "	Wheat	340 "
Flour	90 "	Flax Seed	360 "
Eggs	130 to 160 "	Apples	370 "
Flour	200 sacks	Corn	400 "
Wood	6 cords	Potatoes	450 "
Cattle	18 to 20 head	Oats	680 "
Hogs	50 to 60 "	Bran	1,000 "
Sheep	80 to 100 "	Butter	20,000 pounds

Facts for Builders.

One-fifth more siding and flooring is needed than the number of square feet of surface to be covered, on account of the lap in siding and matching of flooring.  
 A cord of stone, 3 bushels of lime and one cubic yard of sand will lay 100 cubic feet of wall.  
 Twenty-two cubic feet of stone, when built into the wall, is 1 perch.  
 Three pecks of lime and four bushels of sand are required to each perch of wall.  
 There are 20 common bricks to a cubic foot when laid; and 15 common bricks to a foot of 8-inch wall when laid.  
 Five courses of brick will lay one foot in height on a chimney; 8 bricks in a course will make a flue 4 inches wide and 10 inches long.  
 Fifty feet of boards will build one rod of fence five boards high, first board being 10 inches wide, second 8 inches, third 7 inches, fourth 6 inches, fifth 5 inches.  
 Cement 1 bushel and sand 2 bushels will cover 3½ square yards 1 inch thick, 4½ square yards ¾ inch thick, and 6¾ square yards ½ inch thick. One bushel of cement and 1 of sand will cover 2½ square yards 1 inch thick, 3 square yards ¾ inch thick, and 4½ square yards ½ inch thick.  
 Two thousand shingles, laid 4 inches to the weather, will cover 200 square feet of roof, and 10½ pounds of four-penny nails will fasten them on.

JOSEPH COTÉ,



Hats, Caps & Furs.  
 WATERPROOF COATS AND UMBRELLAS.  
 INDIAN FANCY WORK, ETC.

114 Rideau St., - Ottawa.

Furs dyed, cleaned and made over in the newest styles at reduced prices. Highest price paid for raw furs.

W. BORTHWICK,

IMPORTER OF

FRUIT, FISH

AND OYSTERS.

THE LARGEST STOCK and the best facilities for handling goods of any house in Eastern Ontario.

FAIRHAVEN OYSTERS A SPECIALTY.

Orders from a distance promptly attended to. Quotations furnished on application.

The Borthwick Mineral Water Depot,

120 RIDEAU ST., OTTAWA

BOURCIER BROS.,

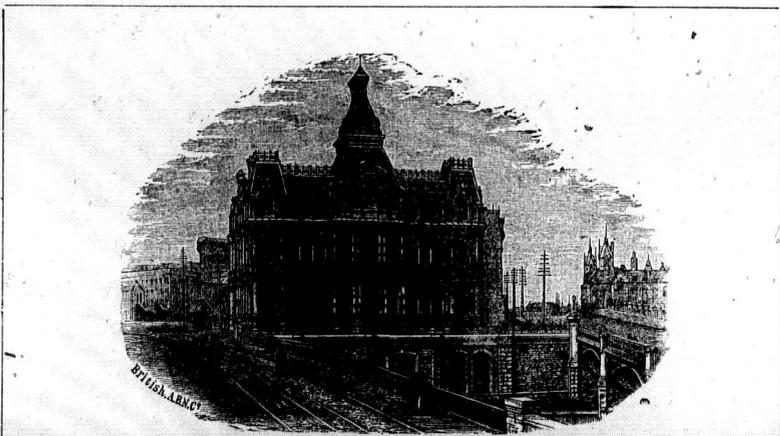
COR. SPARKS & BANK STS.

During the Exhibition we offer Great Bargains in every Department.

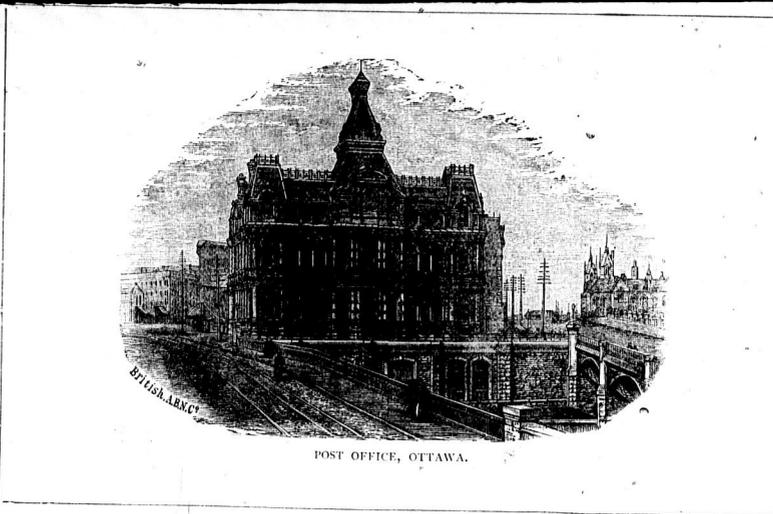
GREAT BARGAINS IN DRESS GOODS

with all trimmings to match.

GREAT BARGAINS IN HOSIERY



POST OFFICE, OTTAWA.



POST OFFICE, OTTAWA.

of the city was laid in ashes. Great numbers were thereby driven into the surrounding districts, and many whose business and social ties were thus severed did not return to the city. The limits of the City of Hull and the Towns of St. Henri and Moncton not having been defined in 1871, no comparison can be made. In 1871 there were in Canada twenty cities and towns of 5,000 inhabitants and over, with a total population of 430,043. In 1881 the number of such cities and towns had increased to thirty-seven, having a total population of 660,040. The returns of 1888, made through the assessors' estimate for Montreal, Ottawa, Toronto, London, Hamilton, and cities east of these show an immense increase as compared with the census returns of 1881.

Area of Provinces and Territories

A table is subjoined to the territorial area of the Provinces and North-West Territory of Canada: the figures of the four old Provinces of Canada being taken from the Introduction to the Census of 1881:

Prince Edward Island	2,133 sq. miles.
Nova Scotia	20,907 "
New Brunswick	27,174 "
Quebec	188,688 "
Ontario	181,800 "
Manitoba	123,200 "
British Columbia	341,305 "
The Territories	2,585,000 "

Total square miles..... 3,470,257

It should be observed that the areas of the great waters, such as the great lakes and rivers of the Upper Provinces and the St. Lawrence, the bays and inlets of the Lower Provinces, are not included in the above table of square miles, these being compiled from census districts established with a view of apportioning population to specific areas of land. The areas of these waters, as nearly as they can be estimated from measurement on the maps, would be about 140,000 square miles, which, added to the areas taken from the census districts, would give a total of over 3,610,000 square miles.

The area of the whole of the continent of Europe is 3,000,000 square miles; the area of the United States, exclusive of Alaska, is 2,933,588 square miles—that of Alaska is 577,390 square miles—combined making 3,510,978 miles. Thus the Dominion is nearly six hundred thousand square miles larger than the United States without Alaska, and nearly eighteen thousand square miles larger than both combined.

Greatest Known Depth of the Ocean

The greatest depth which has been ascertained by sounding is five miles and a quarter (25,720 feet, or 4,620 fathoms), not quite equal to the height of the highest known mountain, Mount Everest, which measures 29,002 feet, or 5½ miles high. The average depth between 60 degrees north and 60 degrees south, is nearly three miles.

Canada First!

The Albany Journal utters the following doleful complaint:—"The Canadian farmer," it says, "are more productive than the farms of New York. The average yield of fall wheat in Canada in 1885 was 24½ bushels per acre, against 13 bushels in New York State; of spring wheat in Canada, 15 bushels on an average, and 11.4 in New York and other eastern and western states; barley 27.7 in Ontario and 22 in New York; oats, 35.8 in Ontario and 33 in New York. Of \$1,830,000 worth of eggs exported from Canada in 1885 the United States took \$1,722,000. In the same year Canada exported horses to the United States to the value of \$1,226,000, while its exports of horses to England reached only \$6,424 in the aggregate. Canada's lumber exports to the United States in the same year were worth \$12,800,000. The Canadian farmer raises more hay to the acre than the American farmer, and every year greater quantities of hay pass over the border into New York State. We have the same story about potatoes, apples, peas, barley, buckwheat, turnips and dairy products."

Concise Business Rules.

The intelligent and upright business man regulates his conduct by fixed principles and established methods. He is not the creature of impulse or caprice.

1. He is strict in keeping his engagements.
2. He does nothing carelessly or hurriedly.
3. Does not entrust to others what he can easily do himself.
4. Does not leave undone what should and can be done.
5. While frank with all, keeps his plans and views largely to himself.
6. Is prompt and decisive in his dealings, and does not over trade.
7. Prefers short credit to long ones; and cash to credit always.
8. Is clear and explicit in his bargains.
9. Does not leave to memory what should be in writing.
10. Keeps copies of all important letters sent, and file carefully all papers of value.
11. Does not allow his desk to be littered, but keeps it tidy and well arranged.
12. Aims to keep everything in its proper place.
13. Keeps the details of his business well in hand, and under his own eye.
14. Believes that those whose credit is suspected are not to be trusted.
15. Often examines his books and knows how he stands.
16. Has stated times for balancing his books, and sending out accounts that are due.
17. Never takes money risks that can be avoided, and shuns litigation.
18. Is careful about expenses, and keeps within his income.
19. Does not postpone until to-morrow what can as well be done to-day.
20. Is extremely careful about endorsing for anyone.
21. To claims of real need he responds generously.

handling goods of any house in Eastern Ontario.

FAIRHAVEN OYSTERS A SPECIALTY.

Orders from a distance promptly attended to. Quotations furnished on application.

The Borthwick Mineral Water Depot,

120 RIDEAU ST., OTTAWA

BOURCIER BROS.,

COR. SPARKS & BANK STS.

During the Exhibition we offer Great Bargains in every Department.

GREAT BARGAINS IN DRESS GOODS

with all trimmings to match.

GREAT BARGAINS IN HOSIERY

in all sizes.

GREAT BARGAINS IN MANTLE CLOTHS

with all the ornaments.

GREAT BARGAINS IN GLOVES

Jersey, kid and cloth.

GREAT BARGAINS IN FLANNELS

in all colors.

GREAT BARGAINS IN BLANKETS

in grey, red and white.

GREAT BARGAINS IN GENTS FURNISHINGS

for cash only.

NOTHING BUT BARGAINS for city people and strangers alike.

BOURCIER BROS., - Cor. Bank & Sparks Sts.

OTTAWA.

PIGEON, PIGEON & CO.

THE LEADING

Dry Goods House

OF LOWER TOWN.

WELL KNOWN ALL OVER THE PROVINCE.

BARGAINS IN BANKRUPT STOCKS.

BARGAINS IN REGULAR STOCKS.

Goods directly imported from the factories.

PIGEON, PIGEON & CO.

49 and 51 Rideau Street, - - - Ottawa.

THE  
**E. B. EDDY MANUFACTURING Co.**  
(LIMITED)

**HULL, P. Q.**

**Manufacturers and Wholesale Dealers in Pine Lumber, Matches,  
Pails, Tubs, Wash-Boards, Butter-Tubs.**

**Indurated Fibre Ware** is moulded in one piece from Wood Fibre, and is then treated chemically, giving it great strength and durability, and at the same time making it impervious to liquids hot or cold. Being neither painted or varnished, it will not impart taste to anything put into it, and will not further absorb liquid or odor so as to become foul or heavier. Has no hoops to drop or rust off. Warranted absolutely seamless and unaffected by extremes of weather.

**Sash, Doors, Blinds, Mouldings,  
Floorings, Dimension and Bridge Timber,  
Packing Cases and Fancy Boxes, &c.**

THE BRONSONS & WESTON LUMBER CO. (LIMITED), Lumber Manufacturers, OTTAWA, ONT.	Bronsons, Weston, Dunham & Co., LUMBER MERCHANTS. Steam Mills for Dressing & Re-sawing BURLINGTON, VERMONT, U.S.A.	J. W. DUNHAM & CO., WHOLESALE LUMBER MERCHANTS ALBANY, N.Y., U.S.A.
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**J. WILSON & CO.,**

**FOURNIER & FORREST**

Importers of Fancy and Staple

Picture Frame & Looking Glass

**DRY GOODS**

LUMBER CO. (LIMITED), Lumber Manufacturers, OTTAWA, ONT.	Steam Mills for Dressing & Re-sawing BURLINGTON, VERMONT, U.S.A.	WHOLESALE LUMBER MERCHANTS ALBANY, N.Y., U.S.A.
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**Picture Frame & Looking Glass**

**DRY GOODS**

MANUFACTURERS.

WE BUY FOR CASH AND GIVE THE BEST  
BARGAINS FOR CASH IN THE CITY.

Carvers and Gilders to His Excellency the  
Governor General.

**FOURNIER & FORREST,**

**123 Sparks St., Ottawa.**

**112 SPARKS ST.,**

OTTAWA.

**High Class Tailoring.**

**Valuable Farm For Sale**

**ALLAN & CO.**

Situate 2 1/2 miles from the City of Ottawa, known as the "Thompson Farm," on the Richmond macadamized road, the principal thoroughfare to Ottawa. This farm has long been considered one of the best farms in the county, and consists of 316 acres of land, 240 of which is under crop and in a good state of cultivation. The Buildings are all first class, and consist of a large stone house with good cellar, three barns, one of which is a bank barn, root house, cow stables, horse stables, granary, sheds, &c.  
The grounds adjoining the residence are beautifully laid out.  
The buildings are situated about three acres from the banks of the Ottawa River, thus ensuring a good water supply. The milk of thirty cows can be disposed of to dairymen, who call at the house for it.  
This is a rare chance for any one desirous of purchasing a first class farm near the city. Stock and implements would be sold with farm if desired.  
For terms, &c., apply to

**Merchant Tailors,**

**HALKETT & Co.,**

**145 SPARKS STREET,**

228 Sparks St., OTTAWA.

**OTTAWA.**

Or to THOMAS COLE, Skead's Mills.

**THE DOMINION BY PROVINCES.**

**RESOURCES OF THE VARIOUS SECTIONS.**

**Agriculture and Manufactures go Hand in Hand.**

In the following concise narrative of the interests represented in various Provinces, we deem proper to furnish considerable information to those at a distance who may desire to become conversant with the characteristics of each Province, and also such further facts as may enable those who intend settling in the Dominion to select for themselves the district they think it advisable to visit first. FIELD AND FACTORY will doubtless be sent by many living in Canada to their friends and relatives abroad.

**PROVINCE OF ONTARIO.**

Ontario is the wealthiest and most prosperous of the Provinces of Canada, and contains a population of over two millions, and an area of over 200,000 square miles. Of this vast territory, nearly equal in extent to European Turkey, only 22,000,000 acres, or a little more than a sixth, have as yet (1888) been sold or otherwise disposed of by the Government.

Ontario reaches the most southern point of the Dominion, namely, to the latitude of Rome in Italy; and, a large portion of its territory being surrounded by the great Lakes, the climate is much modified by their influence. The fertility of its soil has hitherto made agriculture the chief occupation of its people, but the abundant water power furnished by its numerous streams is rapidly developing manufactures in every town and almost in every village of the province. Ontario possesses vast deposits of gold, silver, iron, copper, lead, salt, petroleum, building and lithographic stone, phosphate of lime, mica, slate, and other minerals which, in localities where railway or water communication exists, have been worked with the most satisfactory results. No coal, has, however, been discovered, and in many places the high cost of this indispensable article has hitherto retarded the working of some of the best mineral deposits. With the growth of railways this obstacle to mineral development will be removed or greatly diminished.

In the uncleared portions of her territory, Ontario, like other Provinces of the Dominion, has found in her forests not only mines of wealth for her lumbermen, ample revenues for her Provincial Government, and constant and well-paid employment for thousands of her hardy sons, but, also, what is perhaps of even greater importance to her development—a market brought to the doors of her pioneer settlers for all the hay, oats, &c., they have to sell, and work if they need it for their horses and themselves. The lumber camp is in this way a most powerful factor in the settlement of the country, as by its aid the pioneer, if industrious and persevering, is supplied with the funds required for the early and hardest years of his struggle with the wilderness.

The climate of Ontario is warmer in summer and colder in winter than that of England. Having a drier atmosphere than England, the summer heat is not so oppressive; while in the winter its clear sky and bracing air render it, as many think, the most pleasant part of the year. The long winter frost opens the soil, and thus assists the farmer, while the snow in melting fills the ground with moisture and replenishes the wells.

The soil of Ontario is generally very rich. It varies in different localities, but a very large proportion is the very best for the purposes of the farmer, gardener and fruit grower. An agricultural return collected by the Bureau of Industries of the Provincial Government of Ontario gives the average production of field crops per acre cultivated in Ontario:

Fall wheat, bushel... 24.0	Buckwheat, bushel... 22.5
Spring wheat, " ... 20.2	Beans, " ... 23.8
Barley, " ... 27.3	Potatoes, " ... 163.2
Oats, " ... 38.9	Mangolds, " ... 471.9
Rye, " ... 15.9	Carrots, " ... 382.0
Pease, " ... 24.0	Turnips, " ... 426.2
Corn in ear, " ... 74.1	Hay and clover, tons, 1.39

The same return gives the total production of various crops as follows: fall wheat, 20,717,631 bushels; spring wheat, 14,609,661 bushels; barley, 19,119,041; oats, 57,696,304; rye, 1,648,259; peas, 13,691,667.

Hemp, tobacco and the sugar beet are cultivated with success in certain parts of the Province. Indian corn and tomatoes ripen well, and in the greater part of Ontario peaches and grapes of the first quality reach maturity in the open air. The growth of such products

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Pease, " ... 24.0	Turnips, " ... 426.2
Corn in ear, " ... 74.1	Hay and clover, tons, 1.39

The same return gives the total production of various crops as follows: fall wheat, 20,717,631 bushels; spring wheat, 14,609,661 bushels; barley, 19,119,041; oats, 57,696,304; rye, 1,648,259; peas, 13,691,667.

Hemp, tobacco and the sugar beet are cultivated with success in certain parts of the Province. Indian corn and tomatoes ripen well, and in the greater part of Ontario peaches and grapes of the first quality reach maturity in the open air. The growth of such products forms an unerring index to the character of Ontario's climate. Peach orchards of fifty or sixty acres and vineyards of equal size are found in different parts of the Province; while apple orchards are to be seen everywhere, apples having now become one of the staple exports. Strawberries, cherries, gooseberries, raspberries, currants, and in fact every fruit grown within the temperate zone are abundantly produced.

It will be seen from this brief sketch of the soil and products of Ontario that agriculture occupies the foremost place. The cleared and half cleared farms in the older districts offer special inducements to the tenant farmers of Britain who desire to become freeholders. Improved farms near churches, schools and shops can be bought for the sum required to stock and carry on a leased farm in the old country. To persons with moderate means the cities, towns and villages of Ontario afford opportunities of increasing their incomes, and placing their children out in the world, which they could never hope for in Britain. Such persons cannot only obtain higher interest for their money while enjoying all those comforts of civilization to which they have been accustomed, but would occupy a position in the social scale far superior to any they could ever look for in the crowded communities of Europe. The small market towns of rural England are full of people of this class to whom a settlement in Ontario would be as life from the dead. They would exchange a stinted and narrow existence on a small income, derived perhaps from some ancestor long since dead, and who, should he miraculously arise from his hundred years sleep in the adjoining church yard, would see no change or improvement in his native town, save perhaps a few doors and window frames painted, or a few chimney stacks repaired, for life in a young and growing community, where not only would they receive much higher returns for their money but their out-goings be greatly diminished, poor rates, etc., are unknown.

Uncleared land varies in price from 25. to 40s. per acre, according to situation and soil. Cleared and improved farms can be bought at prices ranging from £4 to £10 per acre, generally in instalments covering several years. Near the large cities and towns farms can be leased, if desired, on easy terms, although, by far the greater portion of Ontario's lands are owned by the men that cultivate them. Emigrants with means would do well to place their money in the bank and acquire some experience of the country and the peculiarities of its farming before purchasing land. Farm labourers, on arrival, should accept such employment as offers, even if not quite what they had been led to expect, as the experience they will get will be a valuable assistance when making their next engagement. Country mechanics with trades practiced in the rural districts often make the best and most successful agricultural settlers. There are now in Ontario about 6,700,000 acres of free grant lands, and large districts of these grants are traversed by the Georgian Bay Branch of the Canadian Pacific Railway. Two hundred acres can be obtained on condition of settlement by every head of a family, male or female, having children under 18 years of age, and any male over 18 years can get a free grant of 100 acres on the same conditions. These lands are protected from seizure for any debt incurred before the issue of the patent, and for 20 years afterwards by the Homestead Exemption Act. It is not well for new settlers to take up one of these grants until they have acquired some experience in chopping and general farm work by hiring out for a year or more as agricultural labourers. The best season of the year to go on a free grant is in September, after harvest work in the older settlements is over. This will give time to put up a house and get comfortably settled before winter sets in, and the winter can be employed in chopping and

clearing. The process of putting in the first crop is very simple, no ploughing being required. The virgin soil, after the trees have been cut down and burnt, is light and rich, needing only a little scratching with the harrow to cover the seed.

Though agriculture occupies so prominent a position in Ontario, yet, as has already been stated, manufactures are rapidly developing. The leading industries are the manufacture of agricultural implements of all kinds, both wood and iron; waggons, carriages, flax, paper, wooden ware, soap, and hardware factories, steam as well as water being the motive power. The products of all these industries find cheap and ready access to the Canadian and foreign consumer by means of the great lakes or fresh water seas, and the St. Lawrence river and canals, and also by the magnificent railway system, the railway mileage per inhabitant in Canada being greater than in any other country in the world. The demand for young women for domestic service far exceeds the supply. Girls can also obtain work in the button, corset, cloth, paper, box, and other factories, and can also earn good wages as book-binders, milliners, dress-makers, telegraph and telephone operators, &c. It cannot, however, be too strongly impressed upon intending emigrants that neither professional men, teachers, governesses, book-keepers, clerks, nor shop men should come to Ontario, unless previously engaged, their chances of success being very slight, and much misery having been caused to many worthy persons by imprudently removing to countries where the demand for their class of labour is already superabundantly supplied. But suitable immigrants, commencing even as labourers, with no capital but their strong arms and willing minds, if of sober and industrious habits, almost invariably in a few years become themselves employers. It is the moral certainty of rising in the social scale, and of seeing his children advance still higher, that cheers the heart and stimulates the exertions of the poorest settler.

One of the chief means of this elevation of the masses is to be found in the admirable system of free education that exists in Ontario. The 6,000 Public and High Schools are non-sectarian, though prayers are used and the bible read in most of them. The Roman Catholics have Separate Schools under their own control and supported by their own taxes and share of the Government grant. The schools are governed by trustees elected by the rate-payers, and are maintained partly by local rates, and partly by grants from the Provincial Legislature.

THE PROVINCE OF QUEBEC.

The area of the inhabited portion of Quebec is 188,000 square miles, but the total area of land and water within the Province boundaries is 210,000 square miles, or nearly the size of Spain and Portugal combined, and slightly larger than that of Ontario. The soil is exceedingly fertile in a large portion of this immense area, and produces all the cereals, grasses, root crops and many of the fruits of the temperate zone in abundance and perfection. In Southern Quebec, Indian corn and tomatoes grow plentifully and ripen fully. This fact is worth noting as a climatic test, as neither of them will ripen in the open air in Great Britain or Ireland. Quebec has vast tracts of forest land, and is one of the great lumber producing territories of the world. Its minerals include gold, silver, copper, iron, plumbago, mica, peat and immense beds of phosphate of lime—in the Ottawa Valley, lead, platinum and zinc. Its fisheries are amongst the most valuable in the world.

The people of Quebec are largely of French origin, and speak the French language. There are, however, large districts, especially those on the American border, and known as the Eastern Townships, which were settled by loyalists of English descent who left the United States after the War of Independence. In the cities and towns of Quebec, the majority of persons, whether of French or British origin, can speak both tongues.

The most striking natural feature of Quebec is the mighty St. Lawrence, a river far surpassing in sublimity and grandeur, and in the clear and sparkling brightness of its waters, the muddy and turbid Mississippi. Some of its affluents are over a thousand miles long, and even some of the affluents of its affluents are longer and larger than the Thames, the Liffey or the Clyde. This mighty stream, the outlet of the great fresh water mediterranean seas of America, with its net-work of noble tributaries, forms the greatest system of inland water communication in the civilized world.

The summers of Quebec resemble those of France, having the same latitude. The winters are long, cold and dry, the snow commencing in December and disappearing in April. It must be remembered that in countries like Canada, where the snow lasts for months, it is regarded as one of the greatest blessings and benefits,—not as in Britain, where it lies only a few days, merely as a troublesome nuisance to be regretted, and, if possible, got rid of. Snow and the long winter frost leave the ground fit for rapid vegetable growth, and without their aid the lumberman could neither pursue his avocations in the forest, nor could the settler for months in the year have for the transport of his produce and supplies roads far superior to the best macadamized highways of older lands. Nor is the influence of the long snow and frost less advantageous to the health than to the commerce and communications of the inhabitants. Ague and malaria are unknown here, the germs of these scourges of milder climes being unable to survive the long and keen frosts of the Quebec winter.

Spring wheat averages in Quebec about 18 bushels per acre. Flax, hemp, tobacco, apples, plums, grapes and small fruits are largely grown in many parts with good results both in quality and quantity. The pasturage, especially in the Eastern Townships, is excellent, and large numbers of cattle are annually sent to the English market.

There are 6,000,000 acres of land surveyed and offered by the Provincial Government, partly for sale on easy terms, and partly as free grants to actual settlers. These lands are situated in the valleys of the Saguenay, the St. Maurice, the Ottawa, the Eastern Townships, and in Gaspé on the Gulf of St. Lawrence. The price is from 15d. to half a crown per acre, one-fifth down and the balance in four equal yearly instalments. This is really a gift of the lands, as it barely covers the cost of survey and making roads. The rivers flowing through these new districts contain large quantities of fish, particularly trout, which are largely used for food by the settlers, and in winter are shipped by them in great quantities, packed in snow, to southern markets, where they command high prices. The purchaser of these lands must clear 10 acres out of every 100 within 10 years, and erect a habitable dwelling of logs or other available material at least 20 ft. by 16. Anyone over 18 is entitled to a free grant of 100 acres, on which he has within four years to clear 12 acres and build a house. He then gets his deed free of cost. This land cannot be sold for either debt or mortgage for ten years after the granting of the deed. To protect the settler the following things are exempted from seizure and sale for debt: Beds, bedding, wearing apparel, knives, forks, spoons, stoves, spinning wheels, weaving looms, fuel and food for family use, two horses, four cows, six sheep, four pigs, and all hay and forage required to keep these animals for the winter, carts and farm implements.

The population of the Province of Quebec by the census of 1881 was 1,359,027, of these 1,073,820 were of French origin; 81,515 of English, 54,923 of Scotch and 123,749 of Irish. Classified according to creed the population of Quebec in 1881 consisted of 1,170,718 Roman Catholics and 188,309 Protestants. Agriculture is the chief occupation of the people, but lumbering, and fishing both in salt and fresh waters, mining and commerce employ very large numbers. The average yearly value of the produce of the forest exported from Quebec is about \$9,000,000. The other articles manufactured are cloth, linen, furniture, leather, flax, hemp, iron and hardware, paper, chemicals, soap, boots and shoes, cotton and woolen goods and farm implements.

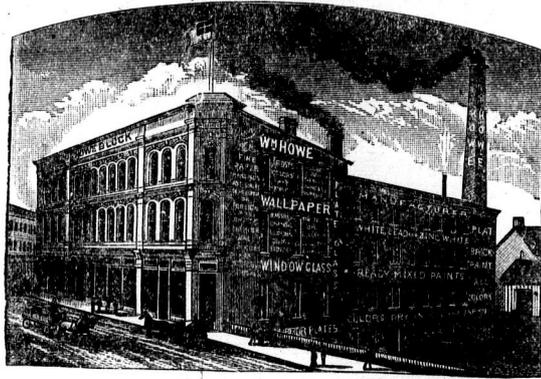
The schools of Quebec, like those of Ontario, are supported partly by local rates and partly by Provincial grants. In Quebec, however, these sources of income are supplemented by a monthly fee chargeable for every child between 7 and 14, capable of attending school. There are two classes of schools, Protestant and Roman Catholic, each controlled by commissioners or trustees, respectively belonging to these denominations. There are three Normal schools for the training of teachers and 26 Superior schools in the Province. There are also three Universities, two of which, McGill, Montreal, and Bishop's College, Lennoxville, are Protestant—Laval College, at Quebec, is Roman Catholic.

Improved farms can be bought in this Province for from £4 to £6 per acre, including dwellings, outbuildings and fencing.

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**THE PROVINCE OF NEW BRUNSWICK.**

New Brunswick lies to the east of Quebec, and with Nova Scotia is nearer Europe than any inhabited part of the American continent. It is larger than both Belgium and Holland united, and its area is nearly two-thirds of that of England. It has a coast line of 500 miles indented by many large bays, and the country is traversed in every direction by large and navigable rivers. The surface is generally undulating, though the highest hills, namely, those separating it from the Province of Quebec, do not exceed 800 feet. The chief industries are farming, lumbering, fishing and shipbuilding. The manufactures are woollens, cottons, boots, shoes, leather, lumber, furniture, doors, sashes, staves, paper, soap, nails, stoves, steam engines, and locomotives. These industries, though many of them have been but recently established, are in a prosperous state. The temperature ranges throughout the year from 92 above zero to 18 below. It seldom happens that the thermometer is below zero for more than 20 days in a winter. The snow goes in April, and in June the apple trees are in blossom, in July hay begins and wild strawberries are ripe and plentiful. In September wheat and other cereals are ready for harvest. Winter sets in about the middle of December. All the English fruits are grown in New Brunswick, especially apples, pears, plums, cherries, currants, gooseberries and strawberries. Potatoes grow exceedingly well. Spring wheat averages 18 bushels per acre.

The finest salmon, cod, mackerel, herring and shad can be caught within sight of the New Brunswick shores, and her inland waters teem with trout and salmon.

The St. John is the chief river. It is 450 miles in length, and flows through the Province for half that distance. The other rivers are the Miramichi, navigable for vessels of 1,000 tons for twenty-five miles from the sea, and the Restigouche, navigable for 18 miles from its mouth in the Bay of Chaleur.

New Brunswick is one of the healthiest countries in the world, as the records of the British army show. It has many railways and wagon roads, and is said to be capable, if properly cultivated, of supporting a population of 6,000,000. Its mineral products are antimony, copper, iron and manganese. The Public Schools are free to all, and are supported as in the other Provinces of Canada from the provincial revenue and the local rates. The population is chiefly of British and American loyalist descent.



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**The Cities of New Brunswick.**

St. John is beautifully situated at the mouth of the river of the same name. Its people are industrious and energetic, and do a very large trade with the British Islands, United States, and the West Indies. The city was, however, a few years ago, nearly destroyed by fire, and has, as yet, scarcely recovered from this severe blow to its progress. Fredericton, 84 miles up the river, is the provincial capital and the seat of a University.

**PROVINCE OF NOVA SCOTIA—INCLUDING THE ISLAND OF CAPE BRETON.**



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**PROVINCE OF NOVA SCOTIA—INCLUDING THE ISLAND OF CAPE BRETON.**

Nova Scotia is a peninsula lying between 45° and 46°, being the same latitude as that of northern France. An isthmus 16 miles wide joins it to New Brunswick. It contains about 11,000,000 acres, of which about one-half are fit for tillage. The cold is less than in any other part of Canada east of the Rocky Mountains, owing perhaps to the fact that the Province is almost nearly surrounded by the sea. No healthier climate can be found anywhere. Nova Scotia has fewer doctors in proportion to its population, and needs them less than any other part of America.

The soil is very fertile, and all the fruits of the temperate zone abound both in a wild and cultivated state. Probably no country possesses a greater variety of wild berries. Wheat averages 18 bushels per acre, rye 21, barley 35, oats 34, buckwheat 33, Indian corn 42, turnips 420, potatoes 250, mangolds 500, beans 22, and hay 2 tons. Beets, carrots, parsnips, peas, squash, pumpkins, melons and tomatoes are largely cultivated. On the dyked lands and marshes of Nova Scotia four tons of timothy and clover have been taken off a single acre. Broom corn, sorghum and tobacco have been successfully grown, a proof of the warmth of the climate and the fertility of the soil. Hops and hemp can be easily raised, and English hop-growers would do well here, as a good home market for hops exists. Crown lands can be purchased at the rate of £8.16 sterling per 100 acres.

Millions of feet of pine, spruce, hemlock and hardwood are annually shipped from the Nova Scotian ports to the West Indies, United States and Europe.

Nova Scotia is a sportsman's paradise, there being bears, foxes, moose, caribou, otter, mink, snipe, plover, partridges, ducks and geese.

The fisheries of Nova Scotia are mackerel, herring, cod, haddock, halibut, shad and eels. Shell fish are abundant, lobsters being usually sold in Halifax at a shilling a dozen. Great quantities of oysters, clams and mussels are also found. Salmon and trout abound in the lakes and rivers, and sea trout at the mouths of rivers emptying into the Atlantic.

The Province contains valuable mines of coal, gold and iron. Fifty-eight gold mines are in working order. The pig iron of the London-derry is worth in the English market £7 per ton, while English pig iron averages but £4. English bar iron is worth £9; Nova Scotian, £10 per ton. The coal mines of Nova Scotia and Cape Breton are too well known to need description. Silver, copper, lead, zinc, tin, mercury, plumbago and sulphur have also been found; also agates, jasper, garnet, opal, topazy and amethyst. Moulding sand, gypsum and marble abound.

The trade and commerce of Nova Scotia have of late years greatly increased; the imports now amount to about \$12,000,000 and the exports to about \$9,000,000, while the shipping has doubled its tonnage. Nova Scotia, in proportion to its population, has more shipping than any other country.

The people of Nova Scotia's population are, as the name would indicate, largely of Highland Scotch origin, mixed in some districts with French Acadians. There are also many descendants of the American loyalists and British emigrants.

There are 1,600 free schools in the Province and also several colleges.

Early in April is the best time for emigrants to arrive.

**The Cities of Nova Scotia.**

Halifax, the seat of the Provincial Government, has one of the finest harbours in the world, capable of containing the whole British navy. It has an Imperial dock yard and eleven forts, and its proximity to the coal mines would make it in case of war a principal rendezvous of the North Atlantic fleet.

Sydney, Cape Breton, is the chief shipping port for the coal of that island.

Louisburg was, till its capture by the English, the strongest fortress, except Quebec, of the French in America. It has a fine harbour, and, like that of Halifax, is unfrozen the year round, and should it ever obtain direct railway connection with the mainland, it may one day be again the busy seat of industry and commerce. It was before its capture by the British regulars and New England militia in the middle of last century.

**PROVINCE OF PRINCE EDWARD ISLAND.**

This is the smallest of the Canadian Provinces, and only entered the Dominion in 1873. It is separated from New Brunswick and Cape Breton by the Northumberland Strait, which is from 9 to 30 miles broad. The island is about 30 miles long by about 34 wide, with an area of 2,133 square miles. Its principal industries are farming, fishing, and shipbuilding. Some of the best oysters in the world are dredged in its waters.

The soil is very rich, the surface undulating, and there are numerous springs and clear streams. Improved farms can be bought for £4 sterling an acre. It is a pleasant place to live in, and may be considered the Canadian Isle of Wight. It is named after Edward Duke of Kent, the father of Her Majesty.

There is one railway in the Island, the property of the Dominion Government, who also owns a submarine telegraph between the Island and New Brunswick. There is a steamboat communication during most of the year between the ports of the Island and those of New Brunswick, Nova Scotia, and the United States.

Charleston is the capital of the Island, and has a population of 11,500. The people are almost exclusively of British and Irish descent, and are generally prosperous and well-to-do.

Prince Edward Island has a total population, according to the census of 1881, of 108,501.



LADY STANLEY.

**THE EASTERN TOWNSHIPS.**

(Province of Quebec.)

These townships, though they have been settled for over a century by an English-speaking population, are yet scarcely known to the ordinary British emigrant who, passing through Montreal on his way to the west, is quite unaware that within half a day's travel of the commercial metropolis of Canada are to be found some of the finest and most fertile lands in the whole Dominion, and in a region chiefly peopled by men of his own race and language. The townships are on or near the parallel of 45°, being about the latitude of Paris and northern France. The soil is generally a light loam, and the country

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**THE EASTERN TOWNSHIPS.**

(Province of Quebec.)

These townships, though they have been settled for over a century by an English-speaking population, are yet scarcely known to the ordinary British emigrant who, passing through Montreal on his way to the west, is quite unaware that within half a day's travel of the commercial metropolis of Canada are to be found some of the finest and most fertile lands in the whole Dominion, and in a region chiefly peopled by men of his own race and language. The townships are on or near the parallel of 45°, being about the latitude of Paris and northern France. The soil is generally a light loam, and the country being rolling or hilly is well watered and specially suitable for pastures. Cheese factories and creameries (or butter factories) are successfully carried on, and their produce commands the highest price in the English market. This is due to the rich grasses of the hillsides and the clear water of the streams, as well as to the cleanliness and carefulness of the settlers wives and daughters. No better stock can be found anywhere than the cattle of the Eastern Townships, whether Short-Horns, Polls or Herefords—the great stock farms of the Hon. J. H. Pope and Senator Cochrane having established world-wide reputation. Sheep do well, as English manufacturers are now learning the value of Eastern Township wool, still larger flocks will be raised by the settlers. The mills on their own mountain streams already manufacture much of the wool grown on the adjacent pastures, and the water-power of the numerous streams is also used for manufacturing carriages, iron ware, farming implements, furniture, cotton and beet root sugar. This beautiful region is well provided with railway communication, and the settler from the United Kingdom will find congenial society, ample facilities for the education of his children from the Primary school to the University, all the conveniences and comforts of an old country with the cheaper lands and fewer conventionalities of a new one exist here. Scenes of the most picturesque beauty are to be found amid the mountain valleys and small lakes of the Eastern Townships, and for men who have acquired a competence in the old country, and who at the same time wish to see their children around them possessing the wider opportunities of life in a new land, no more fitting place to enjoy their well earned leisure can be found than on the shores of Lake Memphremagog or some other lovely spot in this Canadian Lakeland. Its chief towns are Richmond, Sherbrooke, Lennoxville and Coaticook, which are connected with Montreal and Portland by the Grand Trunk and Intercolonial railway systems.

**Dimensions of the Oceans.**

The Atlantic Ocean covers an area of 35,160,000 square miles, and receives the waters drained from 19,050,000 square miles of land, making the total area of its basin 54,210,000 square miles. Its average depth is 12,000 feet.

The Pacific Ocean covers an area of 67,800,000 square miles, and receives the waters drained from 8,660,000 square miles of land surface, making the total area of its basin 76,460,000 square miles. Its average depth is 12,780 feet.

The Indian Ocean covers an area of 25,000,000 square miles, and receives the water drained from 5,590,000 square miles of land surface, making the total area of its basin 30,590,000 square miles. Its average depth is 10,980 feet.

The Arctic Ocean covers an area of 5,000,000 square miles, and receives the waters drained from 7,415,000 square miles of land surface, making the total area of its basin 12,415,000 square miles. Its average depth is 5,100 feet.

The Antarctic Ocean having been as yet only partially explored, neither its surface area nor the area of the land draining into it is known. The total area of its basin is 8,175,000 square miles, and its average depth is given as 6,000 feet.

**EB. BROWNE**

**FAMILY GROCER,**

103 Sparks Street, - - - - Ottawa

ENGLISH BREAKFAST TEA ..... 3 lbs. for \$1.00

5 O'CLOCK PARLOR TEA, Mandarin Mixture, in 1, 2, 5, 10 and 13 lb. tin caddies.

FINEST COFFEE, special blend ..... 35 cts. per lb.

**WINE DEPARTMENT,**

101 SPARKS STREET,

(FIRST DOOR EAST).

**John Shepherd**

**HOUSE DECORATOR,**

etc., etc., etc.

**PAPER HANGINGS**

WHOLESALE DEALER IN

PLATE GLASS, OILS, PAINTS, DRY COLORS, VARNISHES, &c.

ESTIMATES GIVEN.

Agent for Spence & Sons' Stained Glass Works, Montreal. All orders promptly attended to. Agent for the White Enamelled Letter.

**JOHN SHEPHERD,**

227 Rideau St. and 176 George St.

OTTAWA, ONT.

The People's Photographers,

STUDIO, - - 17 SPARKS ST., OTTAWA.



**The Topley Studio,**

132 SPARKS ST.,

OTTAWA, - - - - CANADA.

**HENRY WATTERS,**

**DRUGGIST,**

Corner Bank and Sparks Streets.

PURE DRUGS AND CHEMICALS.

CHOICE PERFUMERY AND

TOILET ARTICLES.

CITIES AND TOWNS IN ONTARIO.

Practical Progress Already Accomplished.

ALMONTE

An incorporated town, 260 miles from Toronto, on the Mississippi river and on the C.P.R., 35 miles south-west of Ottawa, in Ramsay Township, Lanark County, by rail 37 miles north-east of Perth, the county seat. Settled in 1819, it was incorporated as a town in 1881. Chief industries woolen and knitting mills. Mail daily. Telegraph and express.

BELLEVILLE

Is beautifully situated on the Moira river and its confluence with the Bay of Quinte, and on the Grand Trunk Railway, in Hastings County. Settled in 1794 by Capt. J. W. Meyer. It has several important manufacturing industries, including saw-mills, foundries, potteries, planing mills, &c. Assessed valuation of real and personal property about \$3,800,000. Population about 10,500.

BERLIN

A flourishing incorporated town on main line of Grand Trunk Railway, in Waterloo County. Is surrounded by a fine agricultural district, has several extensive button-manufactories, tanneries and other industries. Assessed valuation of real and personal property, \$982,785. Telegraph and telephone communication. Mail and express daily. Population 5,000.

BOWMANVILLE

Is in Durham County, on main line of Grand Trunk Railway, 30 miles west of Cobourg, the county seat. Supports a number of factories and mills. Assessed valuation of real and personal property, \$1,077,007. Daily steamboats to Hamilton and Montreal, and all improved classes of communication. Population 3,650.

BRANTFORD

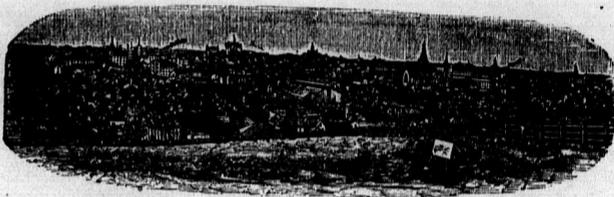
A beautifully situated city on the Grand river. Settled in 1836; incorporated as a city in 1887. Is on Grand Trunk Railway. Here the industries consist chiefly of cotton, woolen and flour mills, agricultural, engine and machine works, extensive shops of the G.T.R., foundries, potteries, and brick yards. Assessed valuation of real and personal property, \$4,398,790. Population 12,000.

BROCKVILLE

Situated on the St. Lawrence River, and on the Grand Trunk Railway. Settled in 1790; incorporated a town 1832. Distance from Toronto, 208; from Montreal, 125 miles. It is a port of call for river steamers. Assessed valuation of real property about \$2,500,000. Population about 10,000.

CAYUGA

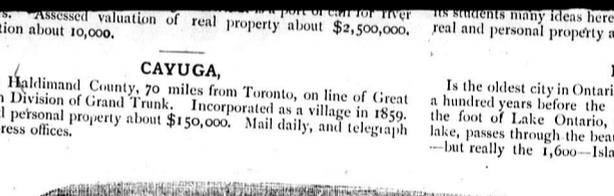
Is in Haldimand County, 70 miles from Toronto, on line of Great Western Division of Grand Trunk. Incorporated as a village in 1859. Assessed personal property about \$150,000. Mail daily, and telegraph and express offices.



GUELPH.

CHATHAM

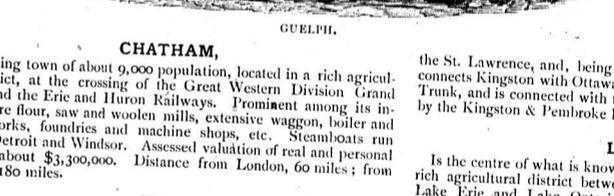
A thriving town of about 9,000 population, located in a rich agricultural district, at the crossing of the Great Western Division Grand Trunk, and the Erie and Huron Railways. Prominent among its industries are flour, saw and woolen mills, extensive wagon, boiler and engine works, foundries and machine shops, etc. Steamboats run daily to Detroit and Windsor. Assessed valuation of real and personal property about \$3,300,000. Distance from London, 60 miles; from Toronto, 180 miles.



GUELPH.

CHATHAM

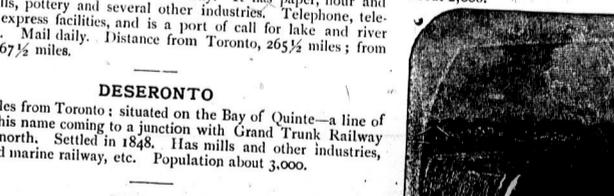
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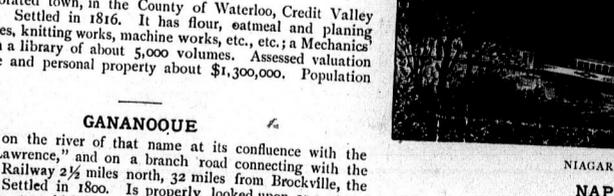
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GODERICH

Is an incorporated town, with a population of about 4,500; situated on the river Maifland at its confluence with Lake Huron, and on the terminus of the Band G. line, Grand Trunk Railway, Huron County, of which it is the county seat. It is a shipping port with a good harbour. Steamboats to all the lake and river ports call daily during navigation. It is also the centre of extensive and valuable fisheries, large quantities of fresh and salted fish being shipped annually, and is the location of extensive salt works, boiler and machine works, soap works, flour mills, etc., etc. Assessed value of real and personal property, \$1,124,772. Distance from London, 63 miles.



BELLEVILLE.

GUELPH

With a population of over 11,000, is beautifully situated on the river Speed, and on the main line of the Grand Trunk Railway, is the county seat of "Wellington." Settled in 1827. Incorporated a city in 1879; and has many extensive manufacturing industries, including the manufacture of organs, sewing machines, agricultural implements, ploughs, etc. Being situated in the centre of a grand agricultural district, it ships a vast wealth of field product; wheat, barley, buckwheat and beef cattle being a specialty. The "Ontario Agricultural College" is just outside the city limits, covering an area of some 560 acres, all of which is under an improved system of cultivation, either for crop raising or pasturing. This college is an institution of the Ontario Government, and most certainly has done much towards the improvement of agriculture generally, especially in laying practically before all its students many ideas heretofore overlooked. Assessed valuation of real and personal property about \$3,700,000.

KINGSTON

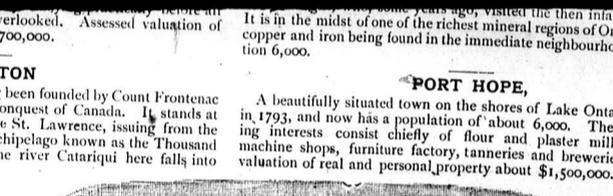
Is the oldest city in Ontario, having been founded by Count Frontenac a hundred years before the British conquest of Canada. It stands at the foot of Lake Ontario, where the St. Lawrence, issuing from the lake, passes through the beautiful Archipelago known as the Thousand Islands, but really the 1,600—Islands. The river Cataraqui here falls into



BRANTFORD.

KINGSTON

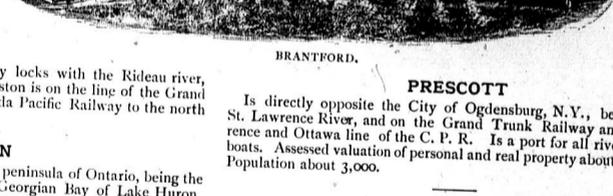
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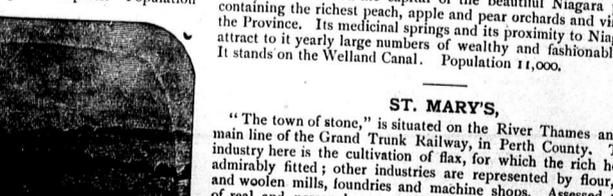
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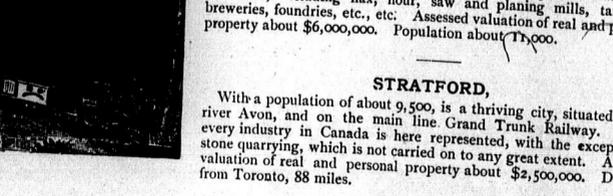
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OAKVILLE

A town 21 1/2 miles from Toronto, on Great Western Division Grand Trunk Railway. Incorporated in 1857. Milton is the county seat and nearest bank location. Steamboats run daily to Hamilton and Toronto during navigation. Population about 2,000.

OSHAWA

Settled at an early period, and incorporated in 1876 as a town. It is situated in Ontario County, 4 miles west of Whitby, the county seat, on Grand Trunk Railway. The chief industries developed here are represented by agricultural implements, furniture and carriage works, flour mills, foundries, etc. Assessed valuation of real and personal property, \$1,071,374. Population about 4,500.

PARIS

Situated at the confluence of the River Nish with the Grand River; is on the main line of the Grand Trunk, and Buffalo and Grand Trunk Railways. It is noted for its extensive deposits of gypsum, or Plaster of Paris—whence its name. There are several large manufacturing industries here. Population 5,000.

PEMBROKE

Is situated on the Indian and Muskrat rivers and on the C.P.R., in the County of Renfrew; settled in 1828, incorporated as a town in 1877. The Pontiac Junction Railway, being now in active operation, will undoubtedly give great impetus to trade throughout the Upper Ottawa, affording facilities long wished for both up and down the river. Saw, flour, and woolen mills are the chief industries. With a population of about 4,000, this incorporated town can boast of being illuminated by electric light, and being supplied with all modern improvements for business communication.

PETERBOROUGH

A thriving manufacturing town on the Grand Trunk Railway and Ottawa and Quebec line C.P.R.; incorporated in 1850. It has at present 5 flour, 4 woolen, 4 saw, and 2 planing mills, 4 foundries, 5 furniture factories, 3 agricultural implement works, 1 lock manufacturing establishment, 1 stove works, tanneries, canoe factories, potteries, biscuit, boot and shoe factories, etc., etc., in fact, the Otonabee river supplies such great power, almost every industry is here represented; with every facility of communication; is also supplied with electric light. Population about 9,000. Assessed valuation of real and personal property, \$4,000,000.

PORT ARTHUR

Is a young but thriving and rapidly growing town on the shore of Thunder Bay, Lake Superior. It is named after H. R. H. the Duke of Connaught, who, some years ago, visited the then infant settlement. It is in the midst of one of the richest mineral regions of Ontario—silver, copper and iron being found in the immediate neighbourhood. Population 6,000.

PORT HOPE

A beautifully situated town on the shores of Lake Ontario. Settled in 1793, and now has a population of about 6,000. The manufacturing interests consist chiefly of flour and plaster mills, foundries, machine shops, furniture factory, tanneries and breweries. Assessed valuation of real and personal property about \$1,500,000.

PRESCOTT

Is directly opposite the City of Ogdensburg, N.Y., being on the St. Lawrence River, and on the Grand Trunk Railway.

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PRESCOTT

Is directly opposite the City of Ogdensburg, N.Y., being on the St. Lawrence River, and on the Grand Trunk Railway and St. Lawrence and Ottawa line of the C. P. R. Is a port for all river and lake boats. Assessed valuation of personal and real property about \$300,000. Population about 3,000.

SARNIA

Incorporated town at head of St. Clair River, where it issues from Lake Huron, and is immediately opposite Port Huron, Michigan; and on Great Western Division of Grand Trunk Railway. Has woolen mills, foundries, breweries, etc. Assessed valuation of real and personal property about \$2,000,000. Population about 5,500.

ST. CATHARINES

May be considered the capital of the beautiful Niagara peninsula, containing the richest peach, apple and pear orchards and vineyards of the Province. Its medicinal springs and its proximity to Niagara Falls attract to it yearly large numbers of wealthy and fashionable visitors. It stands on the Welland Canal. Population 11,000.

ST. MARY'S

"The town of stone," is situated on the River Thames and on the main line of the Grand Trunk Railway, in Perth County. The chief industry here is the cultivation of flax, for which the rich hot soil is admirably fitted; other industries are represented by flour, oatmeal and woolen mills, foundries and machine shops. Assessed valuation of real and personal property about \$1,200,000. Population about 4,000.

ST. THOMAS

Is an important railway centre, situated on Kettle Creek, being the principal station in Canada of the central division Michigan Central Railroad, and forming at junctions with every other railway throughout Canada, connecting per Port Stanley route with boats direct for Cleveland, Ohio. Incorporated as a city in 1881; supports a number of industries, including flax, flour, saw and planing mills, tanneries, breweries, foundries, etc., etc. Assessed valuation of real and personal property about \$6,000,000. Population about 17,000.

STRATFORD

With a population of about 9,500, is a thriving city, situated on the river Avon, and on the main line Grand Trunk Railway. Nearly every industry in Canada is here represented, with the exception of valuation of real and personal property about \$2,500,000. Distance from Toronto, 88 miles.

WHITBY

Situated on the north shore of Lake Ontario, 30 miles from Toronto; has an excellent harbour; is on Grand Trunk Railway. The industries consist chiefly of grain elevators, foundries and tanneries. Lumber is shipped in large quantities. Population about 4,000.

**WINDSOR,**

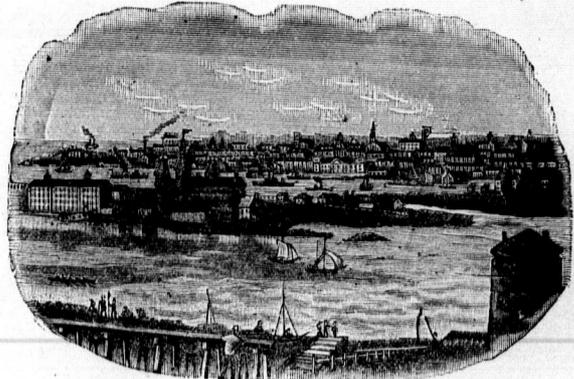
An important town on the bank of the Detroit river, directly opposite "Uncle Sam's" fine city of that name. It is on the western terminus of the Great Western Division of the Grand Trunk Railway. Settled in 1834. Assessed valuation of real and personal property about \$2,200,000. Population about 7,500.

**WOODSTOCK**

Is the county seat of the County of Oxford. Situated on the River Thames and on Great Western Division of the Grand Trunk Railway and its connections. It was incorporated in 1857, and has a population of about 7,000. It supports educational and charitable institutions to considerable extent. Assessed valuation of real and personal property \$1,754,860.



LONDON.



KINGSTON.

**Thirteen Choice Life-Maxims.**

1. Affection is at best a deformity.
2. Ask thy purse what thou shouldst buy.
3. Be slow in choosing a friend, but slower in exchanging him.
4. Before you attempt anything, consider what you can do.
5. By reading, you enrich the mind, by conversation, you polish it.
6. Consideration is due to all things.
7. If you would teach secrecy to others, begin with yourself.
8. In order to judge of another's feelings, remember your own.
9. Let your anger set with the sun, but not rise with it.
10. None have less praise than those who seek most after it.
11. Pride is as loud a beggar as want, and a great deal more saucy.
12. Rage robs a man of his reason, and makes him a laughing stock.
13. Apply the Golden Rule to your every act and thought.

**Comparative Yield**

(In Pounds per Acre)

OF VARIOUS GRAINS, VEGETABLES AND FRUITS.

Lbs. per acre.	Lbs. per acre.	Lbs. per acre.
Hops..... 442	Cherries..... 2,000	Apples..... 8,000
Wheat..... 1,260	Onions..... 2,800	Turnips..... 8,420
Barley..... 1,600	Hay..... 4,000	Cinque foil grass 9,600
Oats..... 1,840	Pears..... 5,000	Vetches, green. 9,800
Peas..... 1,920	Grass..... 7,000	Cabbages..... 10,900
Beans..... 2,000	Carrots..... 6,800	Parsnips..... 11,200
Plums..... 2,000	Potatoes..... 7,500	Mangel Wurzel. 22,000

**Size of Lakes and Seas.**

LAKES.	Miles Long.	Miles Wide.	LAKES.	Miles Long.	Miles Wide.
Superior.....	380	120	Geneva.....	50	10
Michigan.....	330	60	Lake of the Woods	70	25
Ontario.....	180	40			
Champlain.....	123	12			
Erie.....	270	50			
Huron.....	230	90			
Cayuga.....	36	3			
George.....	36	3			
Baikal.....	360	35			
Great Slave.....	300	45			
Winnipeg.....	240	40			
Athabasca.....	200	20			
Maracaybo.....	150	60			
Great Bear.....	150	40			
Ladoga.....	125	75			
Constance.....	45	10			

**The Greatest Rivers in the World.**

RIVERS.	RISE.	DISCHARGE.	MILES.
Missouri.....	Rocky Mountains.....	Gulf of Mexico.....	4,194
Mississippi.....	Lake Itaska.....	Gulf of Mexico.....	2,616
Amazon.....	Andes.....	Atlantic Ocean.....	3,944
Hoang-Ho.....	Koulikou Mountains.....	Yellow Sea.....	3,000
Murray.....	Australian Alps.....	Encounter Bay.....	3,000
Obi.....	Altai Mountains.....	Arctic Ocean.....	2,800
Nile.....	Blue Nile, Abyssinia.....	Mediterranean.....	2,750
Yang-tse-Kia.....	Thibet.....	China Sea.....	2,500
Lena.....	Heights of Irkutsk.....	Arctic Ocean.....	2,500
Niger.....	Base of Mt. Loma.....	Gulf of Guinea.....	2,300
St. Lawrence.....	River St. Louis.....	Gulf of St. Lawrence.....	1,960
Volga.....	Lake in Volhonsky.....	Caspian Sea.....	1,900
Maykiang.....	Thibet.....	Chinese Gulf.....	1,700

**Ontario Crops.**

The following table gives the acreage, estimated produce and yield per acre of the several crops in Ontario, for 1888. The acreage and actual yields for 1887, and the average for the period 1882-7 are also given by way of comparison:

Crops.	Acres.	Bushels.	Yield per acre.
Fall Wheat:			
1888.....	826,537	12,837,259	15.5
1887.....	897,743	14,440,611	16.1
1882-7.....	986,292	19,603,304	20.2
Spring Wheat:			
1888.....	367,850	5,581,441	15.2
1887.....	484,821	5,633,117	11.6
1882-7.....	626,104	9,713,876	15.5
Barley:			
1888.....	895,432	20,854,973	23.3
1887.....	797,346	17,134,830	22.3
1882-7.....	734,540	19,166,413	26.1
Oats:			
1888.....	1,849,868	59,788,249	32.3
1887.....	1,682,463	49,848,101	29.6
1882-7.....	1,522,622	54,419,177	35.7
Rye:			
1888.....	84,087	1,150,003	13.7
1887.....	68,362	894,887	13.1
1882-7.....	115,206	1,700,115	14.8
Pease:			
1888.....	696,653	13,567,661	19.5
1887.....	726,756	12,173,332	16.8
1882-7.....	625,207	12,932,450	20.7

**HAMILTON.**

Hamilton has been called the Naples of America; and the name is not inappropriate. Nature has here made every arrangement for a beautiful city. Hamilton is built on a plain that slopes gently toward Burlington bay, a magnificent land-locked body of water, containing about thirty-five square miles. At the back of the city rises the Niagara escarpment—the same ledge of rock that skirts the south-western shore of Lake Ontario, and over which the cataract of Niagara tumbles. At Hamilton it rises to a considerable height, and is locally known as the Mountain. The view from the brow of this mountain is one of the finest in Canada. The rectangular blocks of the city lie spread out at one's feet, the handsome residences and grounds immediately under the mountain being in the foreground. Beyond the city lies the bay, its broad bosom glittering in the sun, and beyond it lie Burlington Plains and the easy succession of hills that culminate in Flamboro' Head, a notable landmark that is known to every skipper that sails the great lakes. From a perch on the mountain one looks down on the Valley City—Dundas—five miles to the west, encircled by many hills; one sees the inviting beach, a narrow strip of land that divides Hamilton Bay from Lake Ontario; and a dozen villages and towns nestling in nooks of the rolling landscape, each almost hidden in the abundant foliage of its shade trees.

Hamilton is the great manufacturing town of Canada, and the black smoke from innumerable tall chimneys, and busy hum of the cotton spindle, the clank of the trip hammer, the roar of the foundry furnace, the buzz of the wood-working machine, the rat-a-tat of the boiler-maker's hammer, and the combined bustle of a hundred different manufacturing industries, make music for those who admire utility, while the surroundings of the Ambitious City please the most exacting eye.

The customs tariff of the Dominion, however others may have been affected, has been a good thing for Hamilton, for its iron workers have felt the influence of the additional protection thus afforded, and an era of progress has set in which eclipses any previous time in the history of iron industries in Canada. Hamilton, being the leading manufacturing city of the Province, her manufacturers are yearly making complete arrangements to maintain their position. New industries have recently been added to Hamilton's long list, and new tall chimneys pierce the sky and add their volumes of black smoke to the cloud that in calm

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Missouri.....	Rocky Mountains.....	Gulf of Mexico.....	4,194
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Amazon.....	Andes.....	Atlantic Ocean.....	3,944
Hoang-Ho.....	Koulikou Mountains.....	Yellow Sea.....	3,000
Murray.....	Australian Alps.....	Encounter Bay.....	3,000
Obi.....	Altai Mountains.....	Arctic Ocean.....	2,800
Nile.....	Blue Nile, Abyssinia.....	Mediterranean.....	2,750
Yang-tse-Kia.....	Thibet.....	China Sea.....	2,500
Lena.....	Heights of Irkutsk.....	Arctic Ocean.....	2,500
Niger.....	Base of Mt. Loma.....	Gulf of Guinea.....	2,300
St. Lawrence.....	River St. Louis.....	Gulf of St. Lawrence.....	1,960
Volga.....	Lake in Volhonsky.....	Caspian Sea.....	1,900
Maykiang.....	Thibet.....	Chinese Gulf.....	1,700

**The Greatest Rivers in the World.**

RIVERS.	RISE.	DISCHARGE.	MILES.
Missouri.....	Rocky Mountains.....	Gulf of Mexico.....	4,194
Mississippi.....	Lake Itaska.....	Gulf of Mexico.....	2,616
Amazon.....	Andes.....	Atlantic Ocean.....	3,944
Hoang-Ho.....	Koulikou Mountains.....	Yellow Sea.....	3,000
Murray.....	Australian Alps.....	Encounter Bay.....	3,000
Obi.....	Altai Mountains.....	Arctic Ocean.....	2,800
Nile.....	Blue Nile, Abyssinia.....	Mediterranean.....	2,750
Yang-tse-Kia.....	Thibet.....	China Sea.....	2,500
Lena.....	Heights of Irkutsk.....	Arctic Ocean.....	2,500
Niger.....	Base of Mt. Loma.....	Gulf of Guinea.....	2,300
St. Lawrence.....	River St. Louis.....	Gulf of St. Lawrence.....	1,960
Volga.....	Lake in Volhonsky.....	Caspian Sea.....	1,900
Maykiang.....	Thibet.....	Chinese Gulf.....	1,700

The number of horses in Ontario is 596,218, or 20,857 more than in 1887; cattle, 1,928,638, or nearly 20,000 less than in the previous year, although milk cows have increased by 33,238; sheep, 1,349,044, as compared with 1,396,161 in 1887; hogs, 819,079, or 13,788 less than last year, and poultry 6,165,114, as against 6,438,361 in 1887. The total wool clip is 4,691,027 lbs., against 4,650,249 lbs. last year.

The following table shows the acreage for 1888 in the remaining crops, the produce of which it is too early to estimate. The areas for 1887 and the period 1882-7 are also given:

Crops.	1888.	1887.	1882-7.
Corn.....	222,971	163,893	173,907
Buckwheat.....	57,528	64,143	62,516
Potatoes.....	153,915	140,283	156,075
Mangel-wurzels.....	21,459	17,924	17,313
Carrots.....	11,524	9,110	9,936
Turnips.....	113,188	105,322	98,001

The total area in all crops enumerated is 7,616,350 acres as compared with 7,429,084 acres in 1887, and 7,342,435 acres for the period 1882-7. In addition there are 2,535,604 acres of "cleared land" devoted to pasture in 1888, a slight increase over the 2,528,939 acres reported in 1887.

**Immigration Returns.**

The arrivals of immigrants to settle in the Dominion during the month of July and for the seven months ending July 31 are thus officially stated:—

Via	July.	7 mos.
Quebec.....	4,002	12,586
Halifax, N.S.....	332	9,862
St. John, N.B.....	14	14
"Montreal, from U.S. ports.....	235	1,819
"Suspension Bridge.....	463	3,201
"Port Arthur.....	26	197
"Emerson.....	1,077	4,654
"Greta.....	92	676
"Agencies from United States.....	160	933
"Customs entries.....	4,809	17,577
Total.....	11,196	51,519

The immigrant settlers for July, 1888, were 8,090, as against the 11,197 for July, 1887, and for the seven months in 1887 they numbered 44,236, as against the 51,519 for the seven months of 1888, showing a great gain for 1888.

**MERCHANTS' BANK OF CANADA.**

Capital - - - \$5,799,200      Res. - - - \$1,920,000

HEAD OFFICE - - - MONTREAL.

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 Hector McKenzie, Esq.      John Cassels, Esq.      H. Montagu Allan, Esq.  
 Jonathan Hodgson, Esq.      John Duncan, Esq.      J. P. Dawes, Esq.  
 T. H. Dunn.

GEORGE HAGUE      General Manager.  
 JOHN GAULT      Acting Supt. of Branches.

BRANCHES IN ONTARIO AND QUEBEC—Berlin, Brampton, Chatham, Galt, Gananoque, Ingersoll, Ottawa, Owen Sound, Perth, Prescott, Quebec, Renfrew, Sherbrooke (Que.), Stratford, St. John's (Que.), St. Thomas, Toronto, Walkerton, Windsor.

BRANCHES IN MONTREAL—Winnipeg and Brandon.

BANKERS IN GREAT BRITAIN—London, Glasgow, Edinburgh and other points, The Clydesdale Bank (Limited), Liverpool, Commercial Bank of Liverpool.

AGENCY IN NEW YORK—67 Wall St., Messrs. Henry Hague and John B. Harris, Jr., agents.

BANKERS IN UNITED STATES—New York, Bank of New York, N.A.B.; Boston, Merchants' National Bank; Chicago, American Exchange National Bank; St. Paul, Minn., First National Bank; London, Montreal, Mitchell, Bank of Buffalo; San Francisco, Anglo-California Bank; Buffalo, NEWFOUNDLAND—Commercial Bank of Newfoundland.

NOVA SCOTIA AND NEW BRUNSWICK—Bank of Nova Scotia and Merchants' Bank of Halifax.

A general banking business transacted.  
 Letters of Credit issued, available in China, Japan and other foreign countries.

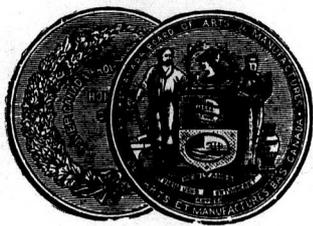


**GRAND UNION HOTEL,**  
 CITY HALL SQUARE, OTTAWA.

Near the Public Buildings and objects of interest. Passenger Elevator, Modern Furniture, First-class in all its appointments.

JOHN GRAHAM, - - - PROPRIETOR

# S. DAVIS & SONS,

PRIZE MEDAL  
CENTENNIAL 1876.

IN COMPETITION WITH THE WORLD.

PRIZE MEDAL  
PARIS 1867.

IN COMPETITION WITH THE WORLD.

PRIZE MEDAL  
CENTENNIAL 1876.

IN COMPETITION WITH THE WORLD.

## CIGAR MANUFACTURERS, 48 COTTE STREET, - MONTREAL

The cigar manufacturing trade of Canada is one of a most important character, and very few persons outside of the trade have any idea of its magnitude or extent of its operations. They will scarcely credit that during the year ending June 30th, 1887, there were manufactured in this country alone, 85,587,505 cigars and to make this number required 1,600,780 lbs. of tobacco. Montreal's quotation of this amount was 40,436,190, requiring 760,538 lbs. of tobacco, which is almost half as much as that manufactured in the entire Dominion. Montreal gives employment to 1,800 hands in this branch of her manufactures. Standing pre-eminently forth among the cigar manufacturers of the Dominion is the well known firm of Messrs. S. Davis & Sons, whose extensive factory is located at Nos. 43, 45, 47 and 49 Cotte Street, and is one of

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**MONTREAL.**

**A Great Commercial, Manufacturing and Industrial Centre.**

**ITS EARLY HISTORY AND WONDERFUL PROGRESS**



**M**ARKMAN tells us that in the summer of 1653 "all Canada" turned to fasting and penance, processions, vows and supplications. "The wretched little colony was like some puny garrison, starving and sick, compassed by inveterate foes, supplies cut off and succor hopeless!" At Montreal, a sort of Castle Dangerous, not more than fifty chivalrous Frenchmen were facing fearful odds in the shape of several hundred Iroquois. But, says the chronicler, "the Queen of Heaven was on their side, and the Son of Mary refuses nothing to His Holy Mother." Ultimately, peace reigned and, for a time, there was immunity from danger. What a picture contrasted with the scene of to-day! And through what dangers, facing and surmounting what obstacles, did the original founders of what is now the great industrial, commercial and maritime city of the Dominion, pass.

Situate as it is, in the midst of the mighty St. Lawrence, at the point at which the great river of the north, the Ottawa, adds its flood to the broad stream, Montreal affords unusual attractions to the summer tourist. The neighbourhood abounds in fine scenery, fishing, boating, and bathing may be had in abundance, and the delightful prolonged twilights and cool, sleep-inducing nights, make Montreal a charming place in which to spend a few weeks of the summer. It is historic ground, too. On the 3rd of October, 1535, Jacques Cartier first landed here and found an Indian village called Hochelaga. Struck by the beauty of the hill that formed a background for the Hochelaga wigwams, Cartier at once called the place Mount Royal. The first Europeans settled in Montreal in 1542, and exactly one century afterward the spot upon which the great city now stands was called Ville Marie, a name which it retained for a long time. In 1760 it was taken by the English. At this time it was surrounded by a wall, flanked with eleven redoubts, a ditch, a fort and a citadel. Nature was especially careful in preparing a site for it, and man's hand has been well guided as it raised the superstructure. Montreal stands at the head of navigation for ocean steamers, and a large number of sailing vessels find their way to this port. Here also begins the navigation of the great lakes and rivers. The city is built on an island, which is approached by the great Victoria Bridge, a structure that stands at the head of the bridge architecture of the world. It is 9,184 feet in length. It contains 24 spans of 242 ft. each, and one—the centre span, 60 feet above the water—of 330 feet. The bridge cost nearly \$7,000,000, and is one of the many lions of the city. The harbor is well worth seeing. The quays are solidly built of limestone, and, uniting with the locks and cut stone wharves of the Lachine Canal, present for several miles a display of continuous masonry that gives the city a most solid, substantial air. A broad terrace, faced with grey limestone, the parapets of which are surmounted by a substantial iron railing, divides the city from the river throughout its whole extent. We find many fine buildings in Montreal devoted to commerce, religion, charity and pleasure, and the principal streets are lined with well-built, beautiful and substantial edifices that betoken good taste and wealth on the part of the residents. The Cathedral of Notre Dame is possibly the best known of the great buildings of Montreal. It is capable of seating 12,000 persons, is 255 feet long and 145 feet broad, with twin towers that stand 220 feet high, and in fine weather there is an almost continual procession of people ascending these towers, gazing abroad over the city. The best view of the city is from a beautiful elevation called Mount Royal (the city takes its name from this hill), the walks and drives of which are beautiful and the prospect most enjoyable. Montreal is peopled by French Canadians and those who speak the Anglo-Saxon tongue. The two nationalities work in harmony, and on occasions of the winter carnivals or other attraction for visitors, each nationality vies with the other in a warm endeavor to make things interesting and enjoyable for the stranger.

According to the census of 1881, the population had reached 140,747, 78,664 being French Canadian, and 28,995 Irish origin. The increase was 33,522 in 10 years (1871 to 1881), and a similar, if not greater, augmentation will doubtless be

solely for that purpose, and the inception of the enterprise has many romantic particulars of "voices and revelations" and "providential occurrences" by which the zeal of its founders was supported and stimulated. They had need for all their enthusiasm, and opportunity for its exercise against the powerful Iroquois tribes, who determined to extinguish the infant settlement in the blood of the settlers. The character of Maisonneuve was a noble one. Duty was the guiding star of his life. When the governor of Quebec sought to dissuade him from settling at the "siege perilous" of Montreal, he replied:—"Monsieur, your reasoning would be conclusive if I had been sent to deliberate upon the selection of a suitable site, but the Company having decided that I shall go to Montreal it is a matter of honour, and I trust you will not be displeased that I settle my colony there." And again when further pressed:—"Gentlemen, if all the trees of the Island of Montreal were changed into Iroquois I am bound by honour and duty to go." A stately and chivalrous figure—this grand religious knight of antique mould. Any city might be proud of such a founder. But no monument records his devotion, no square, or public place, commemorates his name. We have Papineau Square, Chabollez Square, Phillip's Square, Dufferin Square, Dominion Square, but no Place Maisonneuve. It would almost seem that "despair" was only an *ad hoc* French word.

The city of Montreal is built upon a series of terraces which mark the former levels of the river, or of the ancient sea which washed the bases of the Laurentian hills to the north. The geological formation is Silurian, the surface rock being Trenton limestone. In rear of the mountain the Trenton limestone come the surface, and it is from these beds that the grey stone is procured of which the city is chiefly built. Along the margin of the river black shales of a higher formation, the Utica, appear. The Island of Montreal exhibits no less than six different formations in the Lower Silurian. At St. Anne's, the western extremity, is the Potsdam sandstone. In that locality those curious perforations may be seen supposed to be worm burrows. Close to the Potsdam, near the railway station, the Calciferous formation comes up in a good locality for fossils. At the next station, Point Claire, the Chazy has a very extensive exposure; the stone for the Victoria Bridge was quarried there. A short distance further east the Black River limestone comes up, and at Montreal the Trenton limestone and Utica shales appear. The mountain which rises up behind the city consists of trap rock, which has forced its way through the limestone lying against it.

Mount Royal, from which the city derives its name, rises 700 feet above the river level. From its summit the whole Silurian plain spreads out in a panorama, broken only by the trap mountains, which suggest former volcanic disturbances. These hills lie in a line from N. W. to S. E., and mark a continuous dislocation in the rocks. Looking southwards, upon the left is Montarville; seven pretty lakes are concealed in the recesses of the mountain. Next is Bellefleur mountain with the ruins of a chapel upon the summit. A depression in the midst of this mountain is occupied by a lake of singular clearness and depth. Next, the Rougemont mountain rises from the plain almost concealing the Yamaska mountain behind it, and to the right the conical shape of Mount Johnson or Monnoir sharply breaks the level surface. Sixty



CITY OF MONTREAL FROM THE HARBOUR.

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**A. RAMSAY & SON, MONTREAL.**

**Manufacturers of Dry Colours, Leads, Paints and Varnishes.**  
 OFFICE and WAREHOUSE - - - 37-41 Recollet St.  
 ST. LAWRENCE WHITE LEAD and  
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**SPECIALTIES.**

Ramsay's Russian Pure Lead.  
 Ramsay's Concentrated Double Body Zinz—twice the body of Lead.  
 Ramsay's "Our Best" Graining Colours.  
 Ramsay's "Our Best" Coach Colours.  
 Ramsay's "Our Best" Painters' Colours.

These Colours have our Signature, "A. RAMSAY & SON," on each label, and are guaranteed pure and no better Value in the Market. They are manufactured from best materials, are finely ground and Extra Good in every way. They cannot be sold cheap, but are made to fill the requirements of a first-class article at a fair price. All our Pure Colours will, after this date, bear our Signature and Trade Mark.

**READY MIXED PAINTS**

All Shades

**CALSOIMINE COLOURS**

Various Tints.

**VARNISHES**—Our lengthened experience in the manufacture of Varnishes enables us to produce a quality that has attained a high standard with the trade generally. Our Factory is one of the best equipped in the Dominion, and enables us to give age to all our fine grades, such as Extra Durable Coach Body and Carriage, and Extra Furniture Polishing and Rubbing Varnishes. OUR OIL FINISH, light and dark, is a first-class Varnish for Oilcloth and as a finish for light and dark woods. It is also suitable for boats and outside work, as it stands exposure well.

**SILVERED MIRRORS**—We guarantee our Silvering to stand good in any climate for years. Special prices quoted to the trade for quantities.

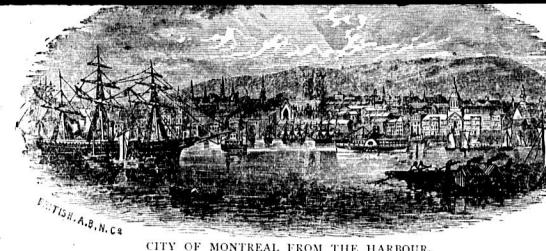
**ORNAMENTAL GLASS**—In this branch we are prepared to supply all kinds of Ornamental Work in Etched, Wheel Cut, Burnt Landscape Figures and Embossed, suitable for Churches, Offices and Private Dwellings. Also Glass Advertising Signs.

**PLATE GLASS**—A large supply always kept on hand.

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The main point to be remembered and commented upon by Mr. S. E. Dawson, in his excellent "Hand-Book for the City of Montreal," in connection with the early settlement of Montreal is, that it was offspring of religious enthusiasm. That is shown by the name *Ville-Marie*, the original name of the city as mentioned above. It was an attempt to found in America a veritable "Kingdom of God," as understood by devout Roman Catholics. The expedition was fitted out in France



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**PLATE GLASS**—A large supply always kept on hand, and Orders can be filled at Short Notice.

**WINDOW GLASS**—Plain and Figured—Our stock of the best brands is large and fully assorted, both of English and Belgian manufacture. Prices for import furnished promptly, and orders from stock are carefully and speedily executed.

**DOMINION PLATE GLASS INSURANCE CO.**

CAPITAL - - - \$50,000.00

Incorporated under Dominion Act of Parliament.

A. RAMSAY - - - PRESIDENT.

Risks taken on Plate Glass Store Fronts and Mirrors Resident Agents in all principal Cities and Towns.

**Agents for the Dominion of Canada for**

**WINSOR & NEWTON, London.**—Artists' Materials.  
**SHARRAB & NEWTH, London.**—Glaziers' Diamonds.  
**PITET AINE, Paris.**—Artists' Brushes, &c.  
**A. FOURCAULT FRISON & Co., Charleroi, Belgium.**—Window Glass Manufacturers.

**MONTREAL—VICTORIA BRIDGE IN THE DISTANCE.**

of the present city, where Jacques Cartier probably landed, still retains that name, and it has also been retained as the name of the county. Jacques Cartier made no settlement in Canada, and no visit by Europeans to Hochelaga is recorded until seventy years later, when Champlain made an expedition up the St. Lawrence. But the populous town described by Jacques Cartier had disappeared. Two aged Indians alone were found to conduct him to the summit of Mount Royal, and relate the story of the ruin of their people. Many traditions survive of the fratricidal war which broke out after Cartier's departure. If we are to believe the historian of the Wyandots—Peter Dooyentate (Continued on page 18.)

Clarke—himself a descendant of the tribe—the Senecas and Wyandots, or Hurons, lived side by side at Hochelaga, in peace and amity until, in an evil moment, a stern chief of the Senecas refused to permit his son to marry a Seneca maiden. The indignant dancé rejected all suitors, and promised to marry that man only who should kill the chief who had offended her. A young Huron fulfilled the condition and won the lady. But the Senecas adopted the cause of their chief and attacked the Hurons. At first they were unsuccessful, but the other tribes of the Iroquois assisted them, and the Hurons were driven westward, and were eventually almost exterminated by the implacable Iroquois. This romance of Hochelaga has found no poet or novelist to embellish and immortalize it. Our dark-skinned Canadian Helen brought "unnumbered woes" upon her people, but until some Homer arises to narrate the particulars, we shall never know what tragic fate befell her. Some vestiges of Hion even still survive, but Champlain saw no trace of the triple palisaded town elaborately described by his predecessor. He was struck with the advantageous situation of Montreal, and even made a clearing at Point-a-Callieres which he called Place Royale, but did not carry out any design which he may have formed of founding a settlement.

The early history of Ville Marie is full of romance. Champlain sided with the Hurons in the bitter war which was raging at the time of his arrival, and the French for fifty years struggled with difficulty against the enterprises of those implacable enemies. Montreal, being nearer to the Iroquois cantons, chiefly felt their fury, and in 1660, the whole island up to the palisades of the town was swept by Indian war-parties. A deed of heroism by which Dollard and seventeen other Frenchmen devoted themselves to death alone saved the town. In 1665 the Marquis de Tracy arrived from France with the Carignan regiment. He defeated and punished the Iroquois and established forts at St. Therese, Sorel and Chambly, to check their incursions. The two latter places still retain the names of the captains of his regiment who built the forts. Then Montreal rapidly grew into importance, and became the centre of the fur trade with the west, and of the expeditions to retaliate upon the English colonies, to the south, the atrocities which the Iroquois, the allies of the English, had inflicted upon Canada. From Montreal also started Joliet, Hennepin and La Salle on their adventurous career of western exploration.

In 1722 Montreal was regularly fortified with a bastioned wall and ditch, after plans by de Lery. The lane in rear of St. James Street, now called Fortification Lane, marks the line of the old walls demolished in 1868.

Upon Dalhousie Square stood the citadel. It had been the site of one of the seigniorial windmills, and was a high hill overlooking the town. When Earl Dalhousie was Governor-General the site was granted to the city and the land levelled.

The station of the Canadian Pacific Railway stands upon the site of the barracks occupied, until 1870, by the English troops. They were called the Quebec Gate Barracks, and there a portion of the ground was entirely cleared to make room for the depot. Then disappeared the last vestige and visible sign in Montreal of the French military power of former years. In an angle of the wall to the north the French Governors placed the Champ-de-Mars, still used as a parade ground, much extended and surrounded by trees in later times. The powder magazine stood as a detached building in St. James Street; and the Recollet Gate in Notre Dame Street, very near it, marked the western limits of the town.

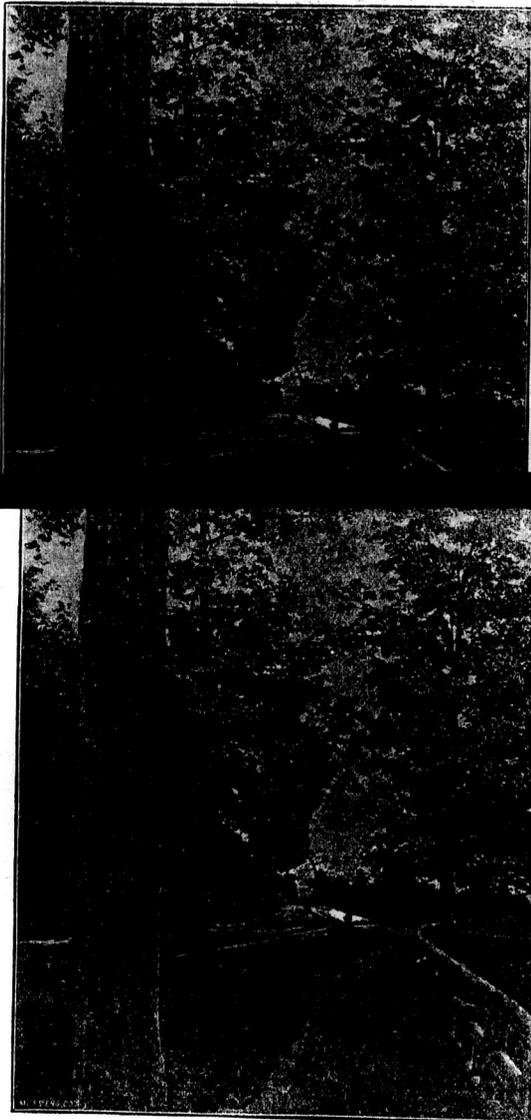
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A writer, in one of the special editions of the Montreal Star, a newspaper which has done so much to impress upon outsiders the attractions of that great city gives a poetic and truthful description of the scenery of the neighbourhood. "Go where the the Montrealer may, surely he shall see scarcely anything more lovely than Mount Royal from the



THE STEPS—MOUNT ROYAL.

plain, or the plain from Mount Royal; nor shall any woodland more beautiful than the great park itself, with foliage and flower, steep and dell, mist and color, and light and shade, ever delight his eyes. The tourist, looking out from the Pavilion in July or August, draws a long breath and says: "Well, this is indeed worth coming a thousand



THE MOUNT ROYAL DRIVE.

miles for." Almost beneath him is a spacious ground of lawns and mansions and conservatories and brilliant flower-beds—for there are the residences of the rich merchants. The noises in the business streets farther away reach him faintly. Beyond ten thousand smokes drifting over the neutral-tinted city lies the great St. Lawrence, with

(Continued on page 19.)

## The Great Strength Giver

JOHNSTON'S



FLUID BEEF

"THE GLORY OF A MAN IS HIS STRENGTH."

IT CLAIMS TO BE

Not Merely a Stimulant Like the Ordinary Extracts of Meat, but

REAL FOOD,

That contains every element of meat that STRENGTHENS and INVIGORATES.

It is indispensable in the sick room, where its wonderful power of imparting strength is practically demonstrated.

Taken as BEEF TEA it is relished by CHILDREN and ADULTS and the WEAKEST STOMACH can retain and digest it.

Recommended by the Medical Faculty.

B. LAURANCE & CO.



WHOLESALE OPTICIANS,

No. 246 St. James St., MONTREAL.

Whose celebrated Pebble and other Spectacles and Eye-Glasses are to be found in every town in the Dominion. They are recommended by and testimonials have been received from the President, Vice-President, ex-President and ex-Vice-President of the Medical Association of Canada; the President of the College of Physicians and Surgeons of Quebec; the Dean of the Medical Faculty of Laval University; the President and ex-Presidents of the Medical Council of Nova Scotia, &c.

Town of St. Johns.

St. Johns is situated on the west shore of the Richelieu river, at the head of the Chamby canal, and at the foot of the navigable waters of Lake Champlain, 25 miles south-east of Montreal, and about 20 miles north of the United States frontier. It has direct communication with the Grand Trunk, Canadian Pacific and Central Vermont systems of railways, and is also indirectly connected with the Delaware and Hudson road, with

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The history of our city from henceforth becomes dull and uninteresting. It is the ordinary history of a mercantile town. Growing trade, extending buildings, material progress, in all directions. A slight glow of romantic adventure still clung to it during the contest for the fur trade between the North-West and Hudson's Bay companies. The head quarters of the former were at Montreal, and here the fur-kings of the North-West lived and spent their profits in generous hospitality. When the fleets of canoes went out with supplies or returned with peltries, the narrow streets of the old town were crowded with adventurous voyageurs, and picturesque with savage and semi-savage costumes. But all that passed away with the fusion of the two companies, and Montreal settled down to the humdrum life of ordinary Montreal adds even yet a charm of variety to the city which none who have lived there ever forget.

QUEEN ST., MONTREAL.

LONGUEUIL, P.Q.

**H. RIVES & CO.**

**HARDWARE, STOVES, IRON RAILING & CO.**

Office of Canada Wire Co.

Barb Wire Fencing, &c.

FLEXIBLE WIRE MATS.

"THE BUFFALO" RANGES, COOK STOVES, HEATING STOVES & FURNACES, BEST IN MARKET.

ELASTIC WIRE MATS (Indestructible).

ENGLISH PATTERN Brass Mounted Iron Bedsteads.

Composite Iron Railing.

Architectural Iron Work.

Stable Furniture.

Wire Guards.

Iron Gates.

Garden and Park Settees,

Store Stools.

Soil Pipe and Fittings.

Plumbers' Goods.

Dumb Waiters with Patent Safety Locks.

Heavy and Light Castings.

its gleaming spaces little disturbed for all the tangle of masts at the wharves. Its islands, its breakwaters, even its riffles are mapped clearly. Along the glistening sheet of water, perchance he sees the great ocean-liner coming lazily up to port, while river steamers, tugs, full-rigged ships, stone-hookers, and slow barges move to and fro upon the panoramic flood. They are all dwarfed to trifles by its expanse—mere chips, having brief motion from man upon the eternal surface. Away to the west, above the Island of Nuns (equally divided between field and wood), he sees the cataracts of Lachine, dwindled to a white patch above the lake-like reach, from whose farther shore the sunshiny spires and roofs of La Prairie retire, half hidden among trees. Diagonally across the river view runs the Victoria Bridge, which alone, among all the builder's work presented to the eye, seems scarcely dwarfed by the largeness of the prospect. Suddenly a narrow white cloud streams out from the bridge's farther end, and the tiny locomotive rushes away with its toy train, past St. Lamberts, over the smiling, cabin-dotted, wide plain of Chambly, toward the hills of Boucherville, Bécil, Rougemont—all clearly revealed in the bright summer weather. The very names belonging to the spires, hamlets, and misty distances that he asks of, have their charm for one weary with the monotony of the huge, smug continent—Longueuil, St. Julie, Iberville, St. Bruno, Acadie, Varennes, Repentigny, L'Assomption! With these sounds in his ear, it is, perhaps, often surprising for the American tourist to learn that he is quite near home, for the guide points him to a dim line on the confines of the southerly Champlain, with "There are the Adirondacks of New York." This noble view has not been suddenly revealed to a tourist. He has reached the Pavilion by a gradual, smooth ascent; with every zigzag of the carriage drive, new bursting peeps and broader views of mansion, spire, and dome, more roofs, more river, and more plain have been outspread, a grand cyclorama vaulted by the canopy of heaven. Passing around the mountain's western brow, he has caught glimpses, beyond Cote des Neiges and the Second Mountain, and Monklands and St. Laurent, of twenty miles' length of fat plain bordered by the heights of Deux Montagnes, by the still more distant hill where shines the great Cross of Rigaud, and by the fine blue of the Laurentides, whose far sides are marked here and there by white patches that the imagination insists on declaring to be monasteries of marble. He has seen the gleam of the reaches of Riviere des Prairies (called Back River by his guide, it is to be feared); he has marked the long, narrow inclosures of the garden-like island of Montreal, and everywhere beheld the churches, cabins, and herds of populous parishes. Rounding the final summit, he has seen, glancing among the trees in the hollow just beneath him, the flocking white stones of the two cemeteries, guarded to the north by the angel set clear above the trees of the Middle Mountain, and to the south by Mount Royal, which separates the Montreal of the living from the more beautiful Montreal of the dead—

"Whose part in all the pomp that fills the circuit of the summer hills, is that their graves are green."

The hurried traveler knows but little of the glorious sights appertaining to Mount Royal, or its scenes

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"Whose part in all the pomp that fills the circuit of the summer hills, is that their graves are green."

The hurried traveler knows but

little of the glorious sights appertaining to Mount Royal, or its scenes as many and varied as the phases of weather, and one shall behold there, even after years of acquaintance, new unimagined beauties with every change from dawn to dark, from storm to shine, from Spring's first tremulous greenery to the braveries of Autumn in scarlet and russet, crimson, brown and gold.

The Winter Carnival is a Montreal institution. It was in Montreal that it was first introduced to the people of North America, and the original carnival has been improved year by year until it has now assumed magnificent proportions, and affords a complete exposition of the winter enjoyments and sports of Canada, set forth on a large scale, and with frills and accessories that make the winter carnival one of the most popular and enjoyable fetes of the American year.

**Quebec.**

There is no city in America more famous in the annals of history than Quebec, and few on the continent of Europe more picturesquely situated. Whilst the surrounding scenery reminds one of the unrivalled views of the Bosphorus, the airy site of the citadel and town calls to mind Innspruck and Edinburgh. Quebec has been well termed the "Gibraltar of America," and is the only walled city on the continent. The scenic beauty of Quebec has been the scene of general eulogy. The majestic appearance of Cape Diamond and the fortifications—the cupolas and minarets, like those of an eastern city, blazing and sparkling in the sun—the loveliness of the panorama—the noble basin, like a sheet of purest silver, in which might ride with safety a hundred sail of the line—the graceful meandering of the river St. Charles—the numerous village spires on either sides of the St. Lawrence, the fertile fields, dotted with innumerable cottages, the abodes of a rich and moral peasantry, the distant Falls of Montmorency,—the park-like scenery of Point Levi,—the beautiful Isle of Orleans,—and, more distant still, the frowning Cape Tourmente, and the lofty range of purple mountains of the most picturesque forms which bound the prospect, unite to form a *coup d'œil*, which, without exaggeration, is scarcely to be surpassed in any part of the world. Few cities offer so many striking contrasts as Quebec. A fortress and a commercial city together, built upon the summit of a rock like the nest of an eagle, while her vessels are everywhere wrinkling the face of the ocean; a city of the middle ages by most of its ancient institutions, while it is subject to all the combinations of modern constitutional government; a European city by its civilization and its habits of refinement, and still close by the remnants of the Indian tribes and the barren mountains of the north; a city with about the same latitude as Paris, while successively combining the torrid climate of southern regions with the severities of an hyperborean winter.

Who is there on the American continent that would not wish to see Quebec? The resolute Champlain, the haughty Frontenac, the devoted Laval, and the chivalrous Montcalm, repose here, resting amid the scenes of their labors, after the turmoil of their earnest lives, while a monument on the Plains of Abraham bears the inscription, as graphic and expressive as any in the English language, "Here died Wolfe, victorious." The surrounding district is famed for its beauty, and is filled with objects of interest to the tourist. One of the principal drives is to the Falls of Montmorency, eight miles from the city.

SOMETHING NEW  
--IN--  
**BELTING**

McLAREN'S  
**Knuckle Joint Leather Link Belting.**

SEND FOR ILLUSTRATED FOLDER.

**THE J. C. McLAREN BELTING CO.,**  
MONTREAL.



MONTREAL FROM MOUNT ROYAL.

THE  
**Canadian Pacific Railway**  
THE IMPERIAL HIGHWAY FROM THE ATLANTIC TO THE PACIFIC.

The Newest, the Most Solidly Constructed and the Best Equipped Transcontinental Route.

PARTICULAR ATTENTION IS CALLED TO THE  
**Parlour and Sleeping-Car Service,**  
So important an accessory upon a railway whose cars are run upwards of Three Thousand Miles without change.

These cars are of unusual strength and size, with berths, smoking and toilet accommodations correspondingly roomy. The transcontinental sleeping-cars are provided with Bath Rooms, and all are fitted with double doors and windows to exclude the dust in summer and the cold in winter.

The seats are richly upholstered, with high backs and arms, and the central sections are made into luxurious sofas during the day. The upper berths are provided with windows and ventilators, and have curtains separate from those of the berths beneath. The exteriors are of polished red mahogany, and the interiors are of white mahogany and satinwood, elaborately carved; while the lamps, brackets, berth-locks and other pieces of metal work, are of old brass of antique design.

THE FIRST CLASS DAY COACHES are proportionately elaborate in their arrangement for the comfort of the passenger; and, for those who desire to travel at a cheaper rate, COLONIST SLEEPING CARS are provided without additional charge. These cars are fitted with upper and lower berths after the same general style as other sleeping-cars, but are not upholstered, and the passenger may furnish his own bedding, or purchase it of the Company's agents at terminal stations at nominal rates. The entire passenger equipment is matchless in elegance and comfort.

**DINING CARS**

Excel in elegance of design and furniture and in the quality of food and attendance anything hitherto offered to transcontinental travellers. The fare provided is the best procurable, and the cooking has a wide re-

putation for excellence. Local delicacies, such as trout, prairie hens, antelope steaks, Fraser River salmon, succeed one another as the train moves westward. The wines are of the Company's special importation, and are of the finest quality.

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Excel in elegance of design and furniture and in the quality of food and attendance anything hitherto offered to transcontinental travellers. The fare provided is the best procurable, and the cooking has a wide re-

Tried, Proved and Found  
Reliable,  
--THE--  
**GENUINE COOK'S FRIEND**  
BAKING POWDER.

Is Absolutely Free from Alum,

PREPARED FROM PURE GRAPE CREAM OF TARTAR AND THE FINEST SPECIALLY PREPARED BI-CARBONATE OF SODA.

Millions have used it and can testify to its value, Cook's Friend being very much richer in raising power, in proportion to cost than any of the high-priced, largely-advertised kinds, is a better investment for the housekeeper, at the same time the family health is preserved by using powder into which no noxious drug enters.

SOLD AT RETAIL EVERYWHERE.

**CARSLAKE'S**  
(MONTREAL)  
**GRAND**  
**DERBY & SWEEP**  
FOR 1889.

5,000 Tickets, - - \$25,000

FROM \$2.50 PER ACRE UPWARDS.  
Detailed Prices of Lands Can be Obtained from the Land Commissioner at Winnipeg.

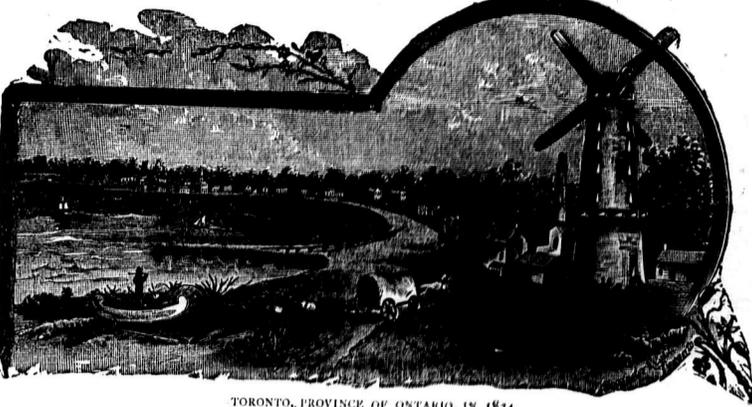
TERMS OF PAYMENT.—If paid for in full at time of purchase, a Deed of Conveyance of the land will be given; but the purchaser may pay one-tenth in cash, and the balance in payments spread over nine years, with interest at 6 per cent. per annum, payable at the end of the year with each instalment. Payments may be made in Land Grant Bonds, which will be accepted at ten per cent. premium on their par value, with accrued interest. These bonds can be obtained on application at the Bank of Montreal, or at any of its agencies in Canada or the United States.

GENERAL CONDITIONS.—All sales are subject to the following general conditions: 1. All improvements placed upon land purchased to be maintained thereon until final payment has been made. 2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser. 3. The Company reserve from sale, under these regulations, all mineral and coal lands; and lands containing timber in quantities, stone, slate and marble quarries, lands with water-power thereon, and tracts for town sites and railway purposes. 4. Minerals, coal and timber lands and quarries, and lands containing water-power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same. Liberal rates for settlers and their effects will be granted by the Company over its Railway. To enable intending settlers to examine the lands of the North-West, special land explorers' tickets are sold to Winnipeg and return from Montreal at \$37.35, from Toronto at \$45, and from other stations in Canada at proportionately low rates. These tickets give first class passage and are good 40 days from date of sale, but do not allow stop-over. Holders of these tickets may obtain, at the Land Commissioner's Office at Winnipeg, tickets to any station on the C. P. R. between Winnipeg and Calgary and return at special rates, and the amount paid for these latter-mentioned tickets will be refunded the original holder provided he shall within 30 days purchase 160 acres or more of the Railway Company's lands west of Winnipeg. Particulars will be supplied to settlers on application by letter or otherwise to L. A. Hamilton, Land Commissioner, Winnipeg. For pamphlets, maps, time tables, rates for tourists or regular tickets, or for other information, application should be made to any of the Company's offices or to the Passenger Traffic Manager at Montreal.

TORONTO. ITS RAPID COMMERCIAL AND RAILWAY DEVELOPMENT.

Noticeable Increase in Manufactures and Population. VAST WHOLES-ALE RAMIFICATIONS.

SO MUCH has been said and written concerning this truly representative city; so much has been done by its enterprising population, that to record its name is to speak of public spirit, progress, wealth and indomitable pluck and energy.



TORONTO, PROVINCE OF ONTARIO, IN 1834.

Her people have been at all times abreast of the times; her tax-payers have been open-handed and generous to the superlative degree—they were and are for Toronto first, last and forever.

Table with 4 columns: Year, Number, Year, Number. Shows population growth from 1871 to 1889.

Then again taking the assessed value in property and a similar increase is noticeable:—

Table with 4 columns: Year, Value, Year, Value. Shows property value growth from 1874 to 1881.

The site of Toronto was selected by Governor Simcoe in 1794 as the seat of the Provincial Government, and here the capital of Upper Canada remained until 1841, when

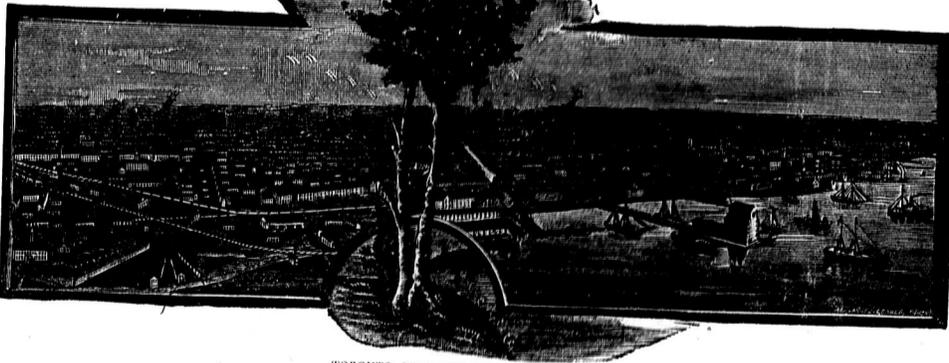
assessment reports in connection with the decadal census returns, the population increased as follows:—

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TORONTO, PROVINCE OF ONTARIO, IN 1887.

more supplied by Canadians, and now they are exporting to the country whence they formerly imported. Some firms have gone to a considerable expense in opening up and establishing an export trade, but freight rates have been too heavy to make that profitable yet.

In a recent publication called "The Board of Trade Edition of the Globe," it is very truly said that more than any other city of its size in America, Toronto is a place where wealth is evenly distributed.

small block in the eastern business part of the city, the place has grown until it covers an area 8 1/2 miles from east to west, by 2 1/2 miles from north to south, exclusive of the Island which protects the harbour on the south, and, though two miles distant from the main city water-front, is within the limits of the corporation.

Industrial Development of Canada from 1868 to 1887. Previously to establishing a protective tariff Canadian markets had been largely supplied from foreign countries, and to a great extent from the United States, but since 1879 the home demand has been more and

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new articles not before made in Canada, such as iron bridge building, cotton-printing, rice hulling, cutlery, emery wheels, pins, clocks, hair cloth, enamelled oil-cloth, jute, felt goods, organ reeds, writing papers, silver table ware, organ and piano key boards, Britannia metal works, cashmere and other dress goods, glucose, steel, many lines of textiles both in cotton and wool, and sugar refining (re-established). Other manufactures were, in 1854, just being established, such as the rubber works, the sugar and syrup refinery in Toronto, the Woollen and Cotton Co. at Acton Vale, Quebec, the winery mill at Brantford, paper and pulp mill at Sorel, and the Taylor Manufacturing Company of Montreal.

The mechanical appliances in the factories of the Dominion are the best which the skill of the most experienced workmen has devised, and the articles produced by the artisans of Canada in the various lines of manufactures compare favourably with those of the foremost manufacturing nations. The Government of the day, in order, if possible, to find what results had flowed from a partial protective tariff, ordered an official report, which was made by Mr. Blackley. The accompanying table, No. 1, will show the increase of factories, hands employed, wages, products and capital invested from 1879 to 1884 in the localities named.

Table I: Comparison of manufacturing statistics for various cities (Montreal, Toronto, Hamilton, London, Quebec, Berlin, Waterloo, Aylmer, St. Thomas, Tilsonburg, Cornwall, Kingston, St. Hyacinthe, Aurora, Newmarket, Ottawa) from 1878 to 1884. Columns include Year, No. of Factories, No. of Hands, Yearly Wages, Value of Products, and Capital Invested.

This table covers a period of only five years, the protective tariff having gone into operation in the spring of 1879, and the first five years could not be expected to give such favourable results as might possibly be developed subsequently, when manufacturers would have, by experience, gained confidence in the stability of a policy new to the country.

Table II: Summary of manufacturing statistics for 1878, 1884, and the increase between them. Columns include Factories, Hands, Wages, Products, and Capital.

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In the above table we find the wages paid to employees pay list of the former year; and the value of the products, which was large increase in the capital invested in new factories.

Mr. Blackley stated in his report that the number of hands in the factories visited, amounted, as nearly as possible, to 100 per cent. in 1884 over 1878; the wages had increased 106 per cent.; the value of products 126 per cent., and the capital 85 per cent. These figures show a marvelous growth in all branches of Canadian manufactures during even the first five-years after the introduction of the protective tariff. In 1884, however, there had been a falling off in production contemporaneously with the depression which affected all the great commercial and manufacturing countries. The close of 1883 would, undoubtedly, have given even a more favourable result, for during 1882-83, the most prosperous years under the new tariff, every class of industry was worked to its utmost capacity.

other articles were prohibited; the exportation of wool was also prohibited. As the result of this policy, in the time of James I (1603), woollen goods constituted nine-tenths of the entire value of English exports. Her protective laws were enforced by bounties, by prohibitions, by fines, and even by forfeitures and death for their violation. The 8th of Elizabeth (1567) enacts that the exporter of sheep should, for the first offence, forfeit all his goods, be imprisoned one year, and then have his left hand cut off; for the second offence he was to be adjudged a felon and suffer death. To build up her woollen trade England prohibited the importation of India calicoes. It was not until 1774 that Parliament sanctioned the manufacture of cotton, and so rapid was its development and profitable its production, that it carried Britain through the great continental wars with Napoleon a little more than a quarter of a century later.

The iron industry of England was first protected in 1679, two centuries ago, by a duty of ten shillings a ton. The duties were increased fifteen times over the long period of 140 years, and amounted, in 1810, to £6 18s. 6d. in English, and £7 18s. 6d. in foreign ships. Iron of less than three-fourths of an inch paying £20 a ton; English iron was then sold for £10 a ton, while in France it was £25 10s.

Similar results followed the protective policy of the great Colbert in France, under Louis the XIV.; in 1667 he imposed heavy duties on foreign manufactures. Since that time, now more than two centuries, France has adhered to protection under all her forms of government, whether Bourbons, Orleansists, Constitutionists, Red-Republicans or Bonapartists. In Austria the first steps in protection were taken under Charles the VI (1770). In Prussia under the great King Frederick the II (from 1741 to 1786); in Russia by Count Nesselrode in 1821.

In the United States the first protective tariff was that of 1789, under the presidency of Washington, with duties at 8 1/2 per cent. In 1804 the duties were raised to fifteen per cent., and in 1815 the manufacturers of the Republic employed 100,000 operatives. The annual value of the products amounted to \$60,000,000. Since 1789 the tariffs of the United States have been changed some forty times, with duties varying from 15 to 20, 30, 40, 50, and on some articles 125, and even to 200 per cent. The tariff was raised in 1804, lowered in 1818 (making a revenue tariff); raised in 1824 and 1828; lowered in 1832 (revenue tariff); raised in 1842, lowered in 1849, and raised in 1861 and 1867. A commercial crisis or great depression followed the lowering (revenue tariffs), and prosperity the protective tariffs, in all these instances. The effect of the protective (wool) tariffs of 1861 and 1867 on the woollen trade was stated by Horace Greely to have been: 1st. An increase in the annual production of wool and extension of woollen manufactures. 2nd. A great increase paid for labour in the woollen industry. 3rd. A decided improvement in the quality and finish of woollen fabrics. 4th. The average prices of substantial, serviceable woollen fabrics were lower in 1869 (two years after the last tariff) than they were ten years before.

That the woollen factories were not an exception to the general increase in home manufactures in the United States under high protection is shown by the great decrease in the imports of the chief articles of consumption from 1873 to 1878. In iron and steel the decrease was from \$59,000,000 worth in 1873 to \$30,000,000 in 1878; in cottons from \$29,000,000 to \$19,000,000; in woollens from \$50,000,000 to \$24,000,000; in wool, not manufactured, from \$20,000,000 to \$8,000,000.

Of the foundries visited by Mr. Blackeby in 1884 12 had commenced since 1879; the increase in the number of hands was 83 per cent., and their wages \$21.58 per year, being \$407.94 for the year; the output had increased in a greater ratio than the hands by means of better appliances and a larger trade.

In furniture there had been 13 new factories established since 1879; the hands employed had increased 61 per cent.; their wages \$21.90 (being \$370.73 a year), and the products over one million dollars.

In machinery 10 new factories had been added; the hands had increased 73 per cent. in the same period, and their wages by \$15.27 a year, being \$376.18 for each man. In this line, as in furniture, an export trade had been established.

In agricultural implement makers 18 new ones had begun since 1879; the number of hands had increased 87 per cent., and the wages \$5.35 (being \$395.86). Much more of this kind of work being done by machinery than in other branches of the iron trade, accounts for the small increase in the wages, for the output had increased 106 per cent.—\$157 per hand. The prices of agricultural implements had, since 1878, fallen 15 to 25 per cent.

In the miscellaneous manufactures of iron, 21 new ones had been added. These manufacture rolling mills, nails, iron bridges, edge tools, iron pumps, hammers, machine knives, axes, files, saws, taps and dies, safes, scales, cutlery, bolts and nuts, screws, garden tools, boilers, &c.; 107 per cent. had been added to the hands employed, and their wages had increased \$51.45 (being \$407.31 per man in 1884). Much prison-made work (American) had been thrown upon the Canadian market, a most irritating competition, as the convicts are paid only

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To the number of the knitting factories 10 had been added since 1878; the hands employed had increased 185 per cent., and the wages \$7.69 per hand; the yearly pay \$262,500; the output \$1,174,000 (being but \$579,500 in 1878). Leather, brushes, brooms and ropes; in this class 7 factories had started since 1879; the number of hands had increased by 157 per cent. (there being 500 in 1878, and an increase of 867). The wages paid in 1884 over 1879 amounted to \$222,800; but in this, as in some other lines, boys and girls are employed, which brings down the average pay below those where men alone can do the work.

In the woollen factories 19 new ones had been added since 1878; the employees had increased 91 per cent., and the wages \$4.32; the products in 1878 were in value \$2,022,400, and the increase up to 1884 had been \$2,108,900—more than 100 per cent.

Manufactures in wood, including picture frames, show-glasses, waggons, baby and toy carriages, carriages, cars, spoons, hobbins, snaths, lasts, etc., the employees had increased 68 per cent.; increase of wages paid \$218,050; increase of output \$907,300.

In the boot and shoe factories 20 had been added; wages had increased 62 per cent.; the product in 1884 was \$9,754,000; an increase over 1878 of \$936,200.

To the paper factories 12 had been added, there being 14 old ones; hands had increased 122 per cent.; wages \$288,200, and products \$1,576,500.

In musical instruments there were 11 new factories; the hands had increased 331 per cent. (from 289 in 1878 to 1,247 in 1884); the wages by \$49.56—the average being in 1884 \$467.20.

In clothing there were 24 new establishments; the number of hands had increased 3,237; wages by \$740,600, and the output by \$3,751,200 (being in 1878 \$431,700).

In the cotton trade there were in 1878 4 factories; in 1884 17; the employees had increased 210 per cent.; the wages \$7.49; the products \$3,251,000 (being in 1878 only \$1,151,000), and the capital invested \$4,998,000 (in 1878 the capital was only \$1,800,000). Many new lines of cotton goods were produced in 1884 which had not been in 1878, the most important of these being printed cottons.

Mr. Edward Willis, in his "Report on the manufacturing industries of the Maritime Provinces," states that there had been a marked increase in industrial pursuits, and material progress generally; also vast increase within a few years in the number and variety of machines and labour-saving appliances in factories and workshops. From his report of Nova Scotia, New Brunswick and Prince Edward Island, the following table, No. 3, is condensed:—

TABLE III.

Year.	No. of Industries.	No. of Hands.	Yearly Wages.	Value of Products.	Capital Invested.
1878.....	1,034	74,925	\$5,690,000	\$15,837,000	\$11,659,000
1887.....	2,110	211,813	7,484,000	25,903,000	18,868,000
Increase.....	378	6,888	\$1,825,000	\$9,770,000	\$7,208,000

TABLE IV.—NOVA SCOTIA COAL SALES IN TONS.

Year	Total Sales.	To Neighboring Provinces.	Home Consumption.	To Quebec.	To New Brunswick.	To Prince Edward Island.	To Newfoundland.
1868	553,000	102,000	117,000	—	—	—	—
1879	693,000	308,000	279,000	83,000	115,000	43,000	61,000
1884	1,519,000	970,000	469,000	550,000	186,000	50,000	82,000

Fish exports to the United States \$1,004,000 in 1854, \$2,054,000 in 1867, and \$2,628,000 in 1887. Several of the other tables contain information in reference to the Maritime Provinces.

Having given the development of the manufactures, as far as could be ascertained, from 1879 to 1884, we come to enquire what the facts teach in reference to the other parts of our subject, food forest and field. We can give in our limited space little more than the statistics. For these we are indebted chiefly to Johnson's (well arranged and condensed compilation) graphic statistics, which the reader will learn the great advancement in material prosperity, which the Dominion has made during the last twenty years, since Confederation.

TABLE V.—EXPORT OF FOREST AND AGRICULTURAL PRODUCTS.

	Forests.	Agricultural Products.
1868.....	\$18,262,000	\$12,871,000
1878.....	19,511,000	18,008,000
1887.....	20,484,000	18,826,000

It must be borne in mind, in looking over these tables, that although the forests in 1878 and 1887 add about a million and a half more to the exports of Canada than the fields, yet the agricultural products are vastly greater than those of the forests, the whole population, with our immense herds and flocks and horses being fed, consume more than is exported. To the exports named in table 5 must be added those in the next.

TABLE VI.—EXPORTS OF ANIMALS AND THEIR PRODUCTS.

1868.....	\$6,893,000
1878.....	14,019,000
1887.....	24,246,000

TABLE VII.—EXPORTS OF WHEAT AND FLOUR (BUSHELS).

	To Great Britain.	To United States.
1868.....	1,398,000	1,698,000
1877.....	2,680,000	500,000
1887.....	6,776,000	364,000

This table teaches the lesson that Great Britain is our best and almost exclusive market for wheat and flour, as also for peas, fruit, cheese, butter, and other products of the field. Of peas, Great Britain has taken since confederation \$4,356,548, and the United States only \$1,307,331 worth.

TABLE VIII.—EXPORTS OF CHEESE.

	To Great Britain.	To United States.
1868.....	\$548,574	\$68,780
1877.....	3,447,310	295,294
1887.....	7,067,985	30,667

Total exports to Great Britain from 1867 to 1887, \$78,709,000; to the United States, \$1,596,000. Britain, by this table, seems our almost exclusive market for cheese.

In butter we do not show so much, and it is our own fault. There is plenty good butter in Canada; the fault lies chiefly in not selecting and packing properly. In 1877 we exported to Great Britain \$2,746,000 worth; in 1887 only \$757,000; to the United States in these two years \$65,000, and \$17,000. To all countries from 1868 to 1887, \$46,668,000.

TABLE IX.—EXPORT OF APPLES.

	To Great Britain.	To United States.
1868.....	\$44,405	\$35,730
1877.....	168,626	26,887
1887.....	649,182	197,613

Total to all countries from 1868 to 1887, \$5,910,256.

There is, unquestionably, a great future for the apple trade of Canada. The apple comes to the highest degree of excellence in the higher lati-

TABLE X.—SHIPPING, SEAGOING AND INLAND, NOT INCLUDING COASTING VESSELS.

1868.....	12,982,000 tons.
1878.....	12,054,000 "
1887.....	14,317,000 "

EXTERNAL COMMERCE.

	Inwards.	Outwards.
1878.....	1,950,000 tons.	4,709,000 tons
1887.....	2,475,000 "	4,986,000 "

SHIPPING—ARRIVING AND DEPARTING.

	1878.	1887.
British.....	2,294,000 tons.	2,659,000 tons.
Canadian.....	1,982,000 "	2,304,000 "
United States.....	1,070,000 "	2,288,000 "
Other.....	791,000 "	1,102,000 "

IMPORTS

1868.....	\$73,459,000
1878.....	93,081,000
1887.....	112,892,000

Dutiable.

1868.....	\$43,655,000	\$28,329,000
1878.....	59,776,000	31,422,000
1887.....	78,120,000	28,518,000

WOOLEN AND COTTON IMPORTED FOR HOME CONSUMPTION.

	Woollen.	Cotton.
1868.....	\$7,667,000	\$7,675,000
1878.....	8,535,000	7,267,000
1887.....	11,814,000	5,470,000

This table shows a falling off in the importation of cotton goods consequent on the increased manufacture of cottons in the country; in 1881-82-83, the importations amounted to more than ten millions of dollars, but that was too soon after the protective tariff had been introduced to affect the markets. To supply our own wants is of great importance; this we do in cottons, except in lines not manufactured in the country.

TABLE XII.

	Discount by Chartered Banks.	Notes in Circulation.
1868.....	\$50,500,000	\$8,307,000
1878.....	124,888,000	19,351,000
1887.....	169,351,000	30,438,000

	Deposits in Chartered Banks.	In Savings Banks.
1868.....	\$32,808,000	\$4,360,000
1878.....	66,503,000	14,222,000
1887.....	107,154,000	50,944,000

	Deposits in Building Societies.
1868.....	\$1,959,000
1878.....	8,269,000
1887.....	17,712,000

TABLE XIII.

	Letters Sent by Post Offices.	Postal Revenues.
1868.....	18,100,000	\$1,024,000
1878.....	50,840,000	1,620,000
1887.....	96,656,000	2,603,000

	No. of Post Offices.	Postal Expenditure.
1868.....	3,638	\$1,053,000
1878.....	5,378	2,110,000
1887.....	7,534	3,458,000

TABLE XIV.—RAILWAYS OF CANADA.

	Miles.	Car.ied Passengers.	Freight Carried—tons.
1868.....	2,522	—	—
1878.....	6,143	6,443,000	7,883,000
1887.....	12,292	10,685,000	16,307,000

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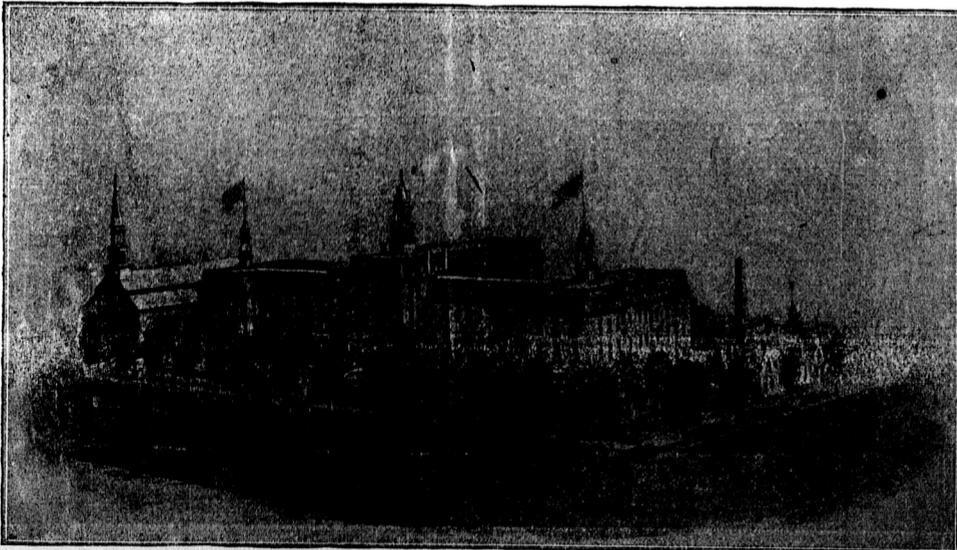
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There is, unquestionably, a great future for the apple trade of Canada. The apple comes to the highest degree of excellence in the higher latitudes, in the lower it becomes woolly, spongy, with less flavour; hence the Canadian apple is the standard of excellence on this continent. In 1862 the writer exhibited apples sent by the Horticultural Society of Hamilton, Ontario, in the Royal Horticultural Gardens of London, England, and the judges of that society pronounced them the best apples which had ever been shown in their gardens, and there were exhibited there in that year apples from the United States and from most of the countries of Europe.



THE COLLEGE OF OTTAWA is conducted by the Oblate Fathers of Mary Immaculate. Founded in 1848 by the Right Rev. J. E. Guigues, O.M.I., D.D., it has since gradually increased its buildings and perfected its system of instruction, and to-day it holds one of the foremost places amongst the educational institutions of Canada. It is empowered to grant the several University Degrees as well as Degrees in the various branches of Engineering. In-virtue of its powers of affiliation all the Degrees conferred by the Faculty are officially recognized in the Province of Ontario. Apart from the advantages of its thorough course, the College, owing to its location in the Capital of the Dominion, affords exceptional attractions to students.

# Canada's North-Western Heritage.

HOMES FOR INDUSTRIOUS MILLIONS.

VAST PROGRESS ACHIEVED.

WHAT WAS - WHAT IS.

## Manitoba and the North-West.

There can be no more graphic or concise description of Manitoba ever written than that given by His Excellency Lord Dufferin, when he said, "From its geographical position and its peculiar characteristics, Manitoba may be regarded as the keystone of that mighty arch of sister provinces, which spans the continent from the Atlantic to the Pacific. It is here that Canada, emerging from her woods and forests, first gazed upon her rolling prairies and unexplored North-West, and learned that her territories, though more extensive than half-a-dozen European Kingdoms, were but the ante-chamber to that, till then undreamt of, Dominion, whose dimensions confound the arithmetic of the surveyor, and the verification of the explorer." The above remarks were subsequently strengthened by the Marquis of Lorne in an address delivered by him in 1881, when he said, "Nowhere can you find a situation where natural advantages promise so great a future as that which seems ensured to Manitoba, and to Winnipeg, the Heart City of the Dominion."

And now, first of all, a word as to the climate of the North-West generally, about which great misapprehension exists. Southern Manitoba is situated in about the same latitude as Paris and the south of Germany, its summer being very similar to that part of Europe lying above that latitude, and the territories west and north-west of Manitoba bear the same conditions as Russia and Germany. Warm in summer, with a mean temperature of about 67, similar to the mean summer temperature of New York State, in winter the thermometer at times sinks to 30° or 40°, but the atmosphere being dry, the sensation of cold is not experienced equally as in a more humid climate. In cold weather moist or damp air will conduct away animal heat from the body more rapidly than dry air, the latter being really an insulator in preventing the escape of warmth from the body. This fact is the reason why the dwellers in the North-West can endure a winter temperature which in Great Britain or Eastern Canada would be unbearable—the dryness of the atmosphere is their protection. Manitoba, and the North-West generally, are absolutely amongst the healthiest countries on the globe; free from malaria and the diseases which attend elsewhere new settlements, and their air is so bracing and exhilarating that it has been described by a well-known traveller "as exhilarating in its effects as champagne, only without the latter." The snow seldom attains a depth of more than 15 inches, and going off rapidly about the first week in April, ploughing at once begins. The summer months are from the end of May to the end of September; autumn lasts till well into November, when the regular frost sets in. Harvest begins in the middle of August and lasts through September according to locality. The soil of Manitoba is a rich black mould or loam, generally of considerable depth, overlying a clayey subsoil, and is especially adapted to the growth of wheat, as has been established by analysis in

lately necessary to commence with, although, the larger the capital, the larger will be the farming operations. What is really necessary to commence with is a yoke of oxen, a plough, harrow, tools, seed grain, and provisions enough for the first year, after which the returns steadily increase. Many of the most flourishing settlers in the North-West commenced their career in that part of the Dominion under such circumstances. With a capital of one hundred pounds, or \$500, any enterprising man with pluck and energy can make a good start. Potatoes are a sure crop for the first year, and yield an abundant return. They can be planted as late as the end of June. Breaking the soil of the prairie does not require deep ploughing at first, the object being merely to turn over the surface some two or three inches to kill the grass, and pulverize the sod. Oats succeed well on this first breaking. Oxen are better than horses for the first ploughing, and one-and-a-half acres a day is the average amount of their work. When the soil has once been turned, bring with him as little luggage as possible to avoid freight charges, especially on heavy articles such as tools, &c., but clothing, both for summer and winter use, is indispensable. Passage tickets for Winnipeg offices in Great Britain, and the rates there are more favourable than if the railway passage is obtained in Canada, although the Canadian Pacific Railway affords very favourable terms for immigrants and settlers with their effects, and the emigrant ticket entitles the holder to 150 lbs. of baggage.

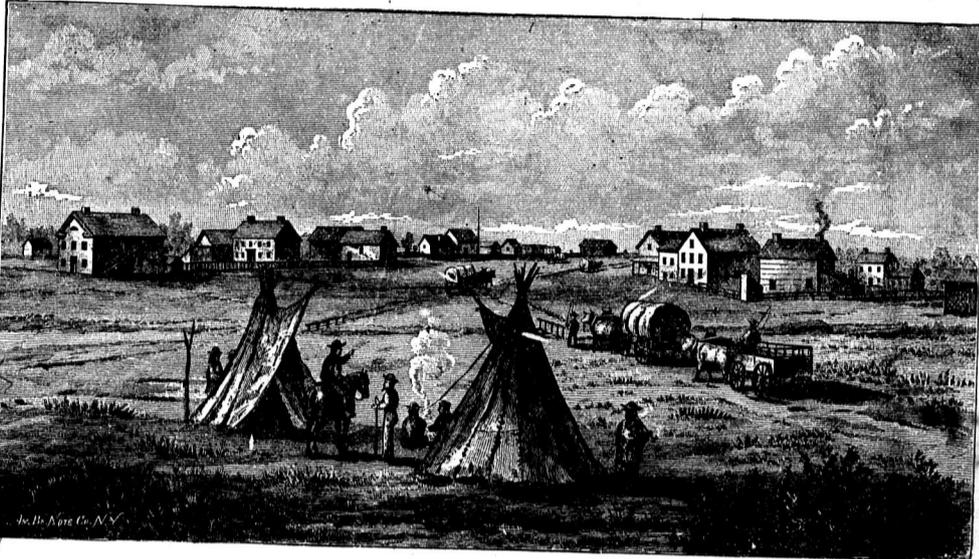
The territories west of Manitoba are Assiniboia, Saskatchewan,

Valuable timber abounds on the western side of Alberta, and the mineral wealth of the mountains is really unknown. Edmonton, some 200 miles north of Calgary, is another flourishing town, where coal actually crops out on the surface. Athabasca has vast resources, but from its more northern locality is not yet open for settlement. It will become the home of future generations of thousands of settlers, and will correspond in climate and resources to the northern parts of Europe.

Winnipeg is the commercial metropolis of the North-West, and is the seat of Government for the Province of Manitoba, and of the superior Dominion Savings Bank, the Customs, Inland Revenue, Post Office, Public Works and Fisheries Inspectors, the Indian Department for Manitoba, Immigration headquarters for the North-West, are located in the city, and it is also the headquarters of Military District No. 10, and has a Royal School of Mounted Infantry. Added to this, its scholastic institutions, wholesale houses, rapidly increasing railway connections, are such as to prove that this City of the Prairie bids fair to be the centre of vast commercial, industrial and agricultural interests. The increase in population more clearly indicates the growth of a city than any other source, and the following, at periods of eight years, will show the marvelous strides Winnipeg has made:

1872.....	estimated	1,000
1880.....	.....	6,500
1888, assessor's returns.....	.....	22,958
The increase of assessable property will illustrate the wonderful and rapid development of the city, and give some idea of the value of buildings erected. The following total assessments are given at periods of seven years, 1874 being the year in which Winnipeg was incorporated as a town.		
1874....	\$	2,676,018
1881....	.....	9,196,435
1888....	.....	22,958,630

Southern Manitoba having been the first portion of the province to attract settlement, is now pretty well filled, and most of the land is taken up. Numerous thriving villages are scattered throughout it, and on the United States frontier Emerson is quite an important place. It is here where the Red River Valley Railway joins the North-Western Pacific, and it and West Lynn, close adjoining, will be large shipping and storing points for grain. A very flourishing Mennonite colony is established near West Lynn. Southern Manitoba is well watered. Fifty-six miles west of Winnipeg the town of Portage La Prairie is reached. It occupies the central position of the richest wheat growing land in the Province of Manitoba. It commands a very advantageous position, for, besides being on the main line of the Canadian Pacific Railway, it is the southeastern terminus and headquarters of the Manitoba and Northwestern Railway which will soon be open to



WINNIPEG IN 1871.

Alberta, and Athabasca, and although more recently laid out for settlement than Manitoba, they are rapidly attracting settlers. The climate in winter moderates further westward compared with the latter province, and consequently cattle-raising or ranching can be more profitably carried on. Whilst Assiniboia, Saskatchewan and Athabasca will be principally grain producing districts, Alberta will always be the headquarters for cattle and horses, from its mild winters, rich grasses, and the constant streams coursing down the foothills of the Rocky Mountains, effecting a natural irrigation. It has been styled by a British writer as "pre-eminently the dairy region of America." These ranches will before long contribute largely to the British meat market. These territories are well intersected with lakes and rivers, and the Peace River and Mackenzie River valleys will become the homes of thousands of prosperous settlers before many decades pass by. The Mackenzie River is one of the largest in the world, and is likely to prove an important feature in connecting the western portions of this part of the Dominion with the ocean westwards, much as Hudson Bay is likely to do towards the

Prince Albert, and is now running as far as Minnedosa. The last named place is about 30 miles due north of Brandon, situated on a tributary of the Assiniboine River.

Carberry, 106 miles from Winnipeg, is the county town of Norfolk, and is the centre of a fertile wheat-growing area called the "Beautiful Plains." Although the building of the town was only commenced less than three years ago, it has now a fair population, and already is an important centre for the shipment of wheat.

Twenty-seven miles beyond Carberry is situated Brandon, a beautiful town at the crossing of the Assiniboine River. Its fine buildings and broad regular streets strike one at once as a town at which it would be pleasant to dwell. It is the market centre for a considerable area of country, extending northward as far as Minnedosa, and southward to Turtle Mountain, and there is much excellent land in the neighborhood. Near the railway are several large elevators for the reception of wheat grown in the district. Brandon is 133 miles



WINNIPEG IN 1871.

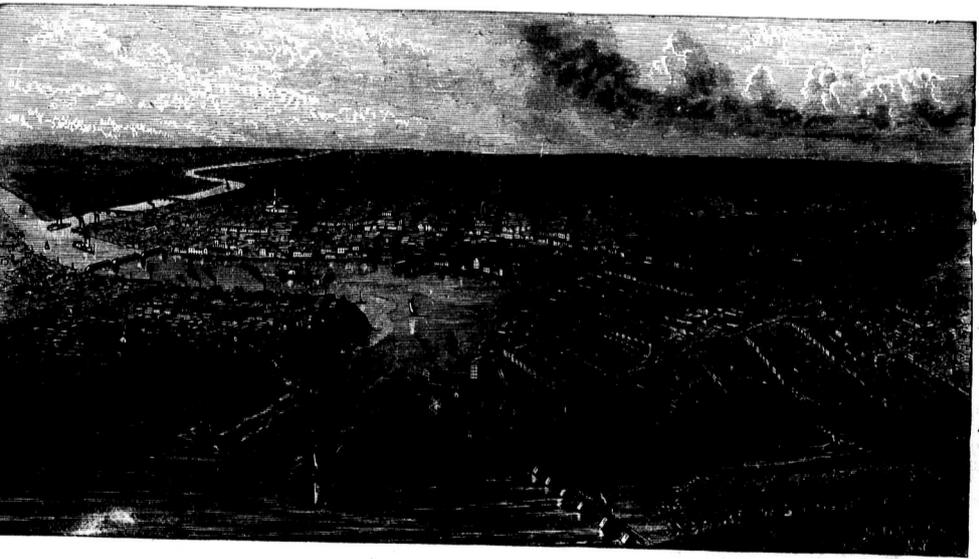
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Prince Albert, and is now running as far as Minnedosa. The last named place is about 30 miles due north of Brandon, situated on a tributary of the Assiniboine River.

Carberry, 106 miles from Winnipeg, is the county town of Norfolk, and is the centre of a fertile wheat-growing area called the "Beautiful Plains." Although the building of the town was only commenced less than three years ago, it has now a fair population, and already is an important centre for the shipment of wheat.

Twenty-seven miles beyond Carberry is situated Brandon, a beautiful town at the crossing of the Assiniboine River. Its fine buildings and broad regular streets strike one at once as a town at which it would be pleasant to dwell. It is the market centre for a considerable area of country, extending northward as far as Minnedosa, and southward to Turtle Mountain, and there is much excellent land in the neighborhood. Near the railway are several large elevators for the reception of wheat grown in the district. Brandon is 133 miles west of Winnipeg, and 47 miles further on the rising town of Virden is reached, whence a further run of 39 miles places the traveller at Mossomin, 219 miles from Winnipeg, the line leaving the general trend of the Assiniboine River valley in the vicinity of Virden. West of Mossomin, near Wapella, the track crosses the Indian trail from Moose Mountain in the south-west to Fort Ellice, on the Assiniboine River, in the north-east. Broadview, 264 miles west of Winnipeg, is another well laid out town, and the commercial centre of an excellent farming country. It occupies a pretty situation near the head of Wood lake, and workshops of the railway are established here. Proceeding westward 48 miles from Broadview the traveller comes to Indian Head, which takes its name from the fact of the Indian Agency for the Qu'Appelle district being situated here. It rejoices in a charming situation and possesses excellent natural drainage. Eight miles north of the town are the fishing lakes of the Qu'Appelle River, and a beautiful lake lies six miles south of the town. The town of Qu'Appelle is only 8 miles beyond Indian Head, and is situated south of the fort of the same name. The Qu'Appelle river flows from west to east, pouring its waters finally into the Assiniboine river, near Fort Ellice. The town of Qu'Appelle was, until recently, called Troy. Its streets are planted with poplar trees, an example which deserves imitation in all the prairie towns. The Government Immigration Buildings are at Qu'Appelle, and in the neighborhood of the town are numbers of excellent farms, both large and small. After leaving Qu'Appelle, the next place of importance is Regina, 32 miles to the west, and 356 miles from Winnipeg. Regina is not only the capital of the North-West Territories. It is the headquarters of that fine body of men, the North-Western Mounted Police, who are entrusted with the maintenance of law and order over an enormous area, and it contains also the residence of the Lieutenant-Governor, and public offices.

Moose Jaw is 42 miles beyond Regina, and 398 miles from Winnipeg, at the confluence of the Moose Jaw and Thunder Creeks, tributaries of the Qu'Appelle River. The town is neat and trim, its streets and avenues are well planned, many of its buildings are handsome and substantial, and the growth of its population has been remarkably rapid even for a prairie town. Fifteen miles to the north is Buffalo Lake,



WINNIPEG IN 1884.

north of the previously mentioned territory, settlement is at present more sparse, but the flourishing towns of Battleford and Prince Albert are already a nucleus of the future urban population. With the completion of several lines of railway projected through it, it will rapidly add to its numbers. In Alberta the town of Calgary is a rapidly increasing place, and, from its situation at the base of the Rocky Mountains, must be a distributing centre. Coal mining is carried on largely in this territory, and as the demand for fuel grows with the influx of population on the treeless prairies eastward, this industry will largely extend. At Banff, where there are very valuable hot springs, a sanatorium has been erected, and a large hotel, equal to the finest building of its kind elsewhere, is open for visitors all the year round.

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Common in Russia and Germany. Warm in summer, with a mean temperature of about 67, similar to the mean summer temperature of New York State, in winter the thermometer at times sinks to 30° or 40°, but the atmosphere being dry, the sensation of cold is not experienced equally as in a more humid climate. In cold weather moist or damp air will conduct away animal heat from the body more rapidly than dry air, the latter being really an insulator in preventing the escape of warmth from the body. This fact is the reason why the dwellers in the North-West can endure a winter temperature which in Great Britain or Eastern Canada would be unbearable—the dryness of the atmosphere is their protection. Manitoba, and the North-West generally, are absolutely amongst the healthiest countries on the globe; free from malaria and the diseases which attend elsewhere new settlements, and their air is so bracing and exhilarating that it has been described by a well-known traveller "as exhilarating in its effects as champagne, only without the latter." The snow seldom attains a depth of more than 15 inches, and going off rapidly about the first week in April, ploughing at once begins. The summer months are from the end of May to the end of September; autumn lasts till well into November, when the regular frost sets in. Harvest begins in the middle of August and lasts through September according to locality.

The soil of Manitoba is a rich black mould or loam, generally of considerable depth, overlying a clayey subsoil, and is especially adapted to the growth of wheat, as has been established by analysis in Great Britain and Europe. Manure is not required for years after the first breaking of the prairie, the richness of the soil being practically inexhaustible for years to come. The wheat grown there is very heavy and of a very hard texture, in some instances yielding 60 lbs. to the bushel; the average yield one year with another, and taking all kinds of farming, is acceded to be 25 bushels to the acre. Besides its suitability for cereals, the soil is well adapted for root crops, all of which, together with vegetables of all kinds, attain a size and luxuriance unknown elsewhere. For grazing and cattle-raising the prairie facilities are unbounded. The grass is nutritious in the extreme, and abundant, natural hay is easily obtained, and of a very nutritive quality, and straw is held of so little account that the farmers, with few exceptions, dispose of it by burning. When it is borne in mind that less than five years ago not a bushel of wheat was exported from Manitoba, and that last year the export of wheat exceeded 12,000,000 bushels, with every prospect of even a larger amount to be shipped after this season's harvest, some idea may be formed of the fertility of the soil, and of the rapid progress the province is making in agricultural matters. The autumn exhibition of farm produce held at various points in the province would astonish a stranger, from the wonderful size of the roots and other vegetables exhibited. Probably nowhere in the world do they attain an equal size. Another remarkable fact is that at the Ontario Provincial Exhibition, held in Toronto in the autumn of 1887, the first place for exhibits of dairy produce was awarded to Manitoba. To judge from its development in the comparatively few years of its existence, and the high stand it is taking in everything, the time will arrive when the whole strength of the Dominion will be concentrated in the great North-West, and that it will be the ruling spirit of the Dominion in general.

The intending settler should, first of all, obtain from the local Dominion Lands Agent all the information possible respecting land open for settlement. This will save him much trouble, and probably disappointment. One hundred and sixty acres of land are given free to a bona fide settler, on payment of the registration fee of \$2, conditional on three years' residence and cultivation. A large capital is not abso-

formed by the expansion of the Big Arm River on its way to join the Qu'Appelle; the banks of this lake are about 300 feet high. From the town of Moose Jaw an Indian trail leads northwards to the Temperance Colony, about 160 miles distant, where the settlers occupy a rolling prairie, well watered and fertile. Saskatoon, the capital of the colony, is on a wooded bluff, overlooking the broad Saskatchewan River. Beyond Moose Jaw are good pastures, and the land looks well adapted for sheep grazing. Twenty miles west of Moose Jaw is the long, narrow Indian Lake, which abounds in duck, geese and pelican. At Secretan, the most easterly of the ten experimental farms of the Canadian Pacific Railway is situated. The most westerly of the ten farms is at Gleichen, 351 miles beyond Secretan. The rolling or broken country west consists of successive ridges and mounds, diversified with swales and alkaline ponds. To the south are the Old Wives' Lakes, with Chaplin Station, nine miles west of Secretan, at their northern end. The lakes, fifty miles long, and six to ten miles broad, swarm with wild duck. Going on westward, is Rush Lake and next Swift Current, 511 miles from Winnipeg. This small town is not far from the South Saskatchewan River, as it bends southward on its way to join the main stream. Forty-four miles further on is Cypress Station, lying to the north of the Cypress Hills. Around this spot is a considerable tract of bare, and apparently barren land, but as there appears to be plenty of useful clay resting on sandy subsols, it is very likely that good agricultural soils may here be worked up, and the success of the experimental farms at Swift Current and Gull Lake gives support to this idea. Forty-two miles west of Cypress is Maple Creek, 597 miles beyond Winnipeg. The creek takes its name from the quantity of ash-leaf maples which clothe its banks, and it is not unlikely that a considerable town may arise at this spot, inasmuch as the ranchers of Montana, the nearest of the States of the Union, find that they can save both time and money by taking their cattle through Canadian territory, driving them first to Maple Creek, whence they are taken by rail to Winnipeg, and then sent southward to Chicago. About thirty miles south-west of Maple Creek an Indian trail leads to Fort Walsh, one of the chief barracks of the North-Western Mounted Police. Medicine Hat, 63 miles west of Maple Creek and 660 miles from Winnipeg, is beautifully situated on the east bank of the South Saskatchewan River. With a present population of less than half a thousand, it is nevertheless a town which seems bound to make rapid progress, for it is the centre not only of an agricultural area but also of what is the near future bids fair to be an important coal mining district. Medicine Hat is at a height of 2,100 feet above the level of the sea, and the magnificent river which adds so much to the natural beauty of the locality has here carved out for itself a channel, the banks of which rise nearly 300 feet above the water level. Immediately west is a very fine iron railway bridge, which here at a great height above the water spans the gorge of the South Saskatchewan. Away to the north-east, on the banks of the Northern Saskatchewan, is the town of Battleford, between which and Medicine Hat communication is kept up along the Indian trail. Battleford is in the centre of a picturesque region occupied by many thriving settlements.

And north-west of Medicine Hat and as far as Calgary, a distance of 179 miles, is genuine prairie land—prairie land, too, of the most typical character, one sky-bound grassy plain, unbroken either by tree or shrub. Blackfeet, Crees, and parties of other tribes of Indians are here met with. At Langevin, 35 miles west of the banks of the Saskatchewan, a recent boring for coal resulted in the tapping of a highly combustible gas which was ignited as it issued from the earth, and the heat evolved was utilized for driving the steam machinery employed in the boring. Crowfoot Crossing, 106 miles from Medicine Hat, takes its name from a well-known Indian chief; a few farms are established here, and there is also a large Indian reserve. Nineteen miles further on is Gleichen, in the midst of a promising agricultural district, and almost on the direct north and south trail between the important centres of Fort Macleod and Edmonton, far away to the north on the banks of the Northern Saskatchewan. Here, on a clear day, the lofty, snow-clad peaks of the Rocky Mountains more than a hundred miles distant

and only the trader and hunter trod these plains, with the exception of the few Hudson Bay Company servants when forts lay at long distances apart. Today it is dotted over with settlers, and at various points are thriving homesteads. No other country can boast of so rapid progress.

**The Rocky Mountains and the Selkirk Range.**

Grand as is the scenery of the White Mountains of the Atlantic coast, that range feebly compares with the Rocky Mountains and the Selkirk Range in the West. Rugged and saw-toothed as the summits of the Rockies appear, with their clear cut peaks of greyish white rock, cold looking and inaccessible, the Selkirks present an appearance of majesty and grandeur, with their more rounded forms. To these mountains the rush of human travel will tend, the peaks and their attendant glaciers exceeding those of Switzerland, and must prove a centre of attraction to tourists. At various points on the Canadian Pacific Railway pretty buildings, a la Swiss chalets, nestle beneath some towering peak as at Field, or on a platform as at Banff, where a large hotel and sanitarium offer every hospitality to the pleasure seeker or the invalid. Banff is destined to occupy to Canada the same position as the Hot Springs of Arkansas do to the United States. The curative and healing properties of its hot springs are fast gaining fame. Here also is laid out a tract of country containing every description of

winter, rain takes the place of snow in the east, and its humidity promotes a verdure and luxuriance of foliage through the summer months. Fruits of the temperate zone attain great perfection and well repay culture. Agriculture on a large scale can scarcely be expected to become one of the industries of this province, since the rugged nature of the country renders the arable areas difficult of access. Stock-raising is carried on, and the native grass produces very tender and juicy meat. Grain has not been grown in any quantities for export, as yet, but, when the large timber has been cleared off Vancouver Island, there will be large tracts of land available for ploughing. This industry, however, is scarcely likely to be pushed as long as the prairies to the east offer themselves to the plough without the labour attendant in clearing the bush.

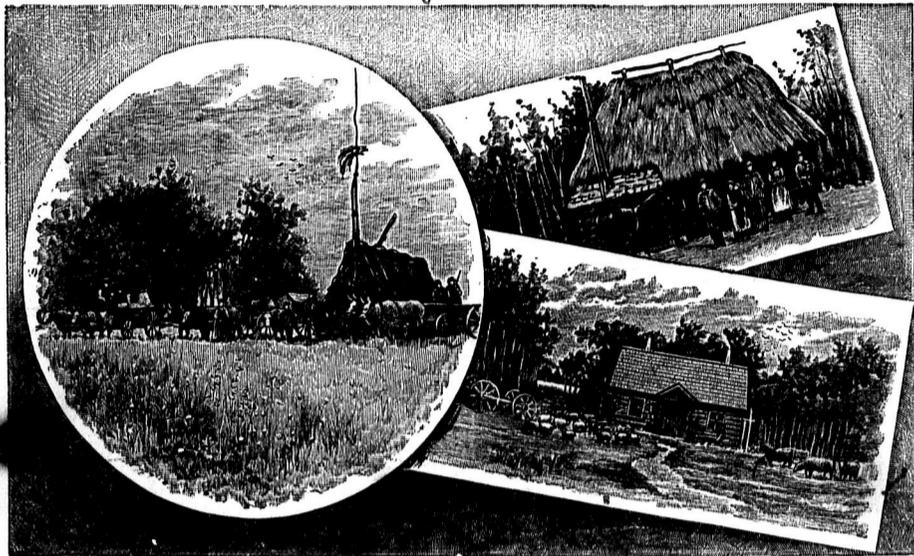
The mineral wealth of British Columbia consists in its mines and minerals, it being to the Dominion in gold production what Australia has been to England. As regards its coalfields, and their proximity to the coast, it is to the Pacific Ocean what Nova Scotia and Cape Breton are to the Atlantic, and from the discovery of iron close upon the coalfields, the same facilities for manufactures are afforded as in England, with the same probable results. Lord Dufferin, when visiting British Columbia, remarked: "No one can blame you for regarding the beautiful land in which you live as having been specially favoured by Providence in the distribution of its natural gifts." In the fishing industry several branches are well established, and the possibilities of the future, when contemplated, overshadow altogether those that now exist.

Canning and salting salmon is the chief of these, this fish being so abundant in the rivers that they may be numbered by millions. Herring, cod, and halibut are found off the coast in as large quantities as on the Atlantic fishing grounds. The forest wealth is comparatively untouched, and the size and proportion of the trees enormous, being, perhaps, more apparent to visitors from the east unaccustomed to anything more than ordinary sized trees. The Douglas fir, the red and yellow cedar, the spruce and hemlock are the most imposing specimens. The saw-mills which are working have all they can do to meet the demand for their product. With natural resources such as these, British Columbia might be styled the Britain of the west, and its waters being the rendezvous of the British naval squadron in the Pacific, and with fortifications about to be built on its shores equal to any eastwards, there is a British air about it that gives an old world appearance, more than is apparent in any other part of British North America.

Entering the province from the east, after the mountain ranges are passed, is Yale, the head of steamboat navigation on the Fraser river, on the lower branch of which the course of centuries has formed a delta of rich alluvial soil, capable of the highest cultivation. South of Yale lie New Westminster and

Port Moody, both rising towns, where the remarkable giant timber of the province may be seen to perfection towering up to a height of between 200 and 300 feet, and whose diameter ranges from twelve to fifteen feet and even more. On the coast is situated Vancouver City, the western terminus of the Canadian Pacific Railway, with a splendid natural harbour, and presenting from its site a view unsurpassed elsewhere. Looking across the harbour to the north, snow-capped mountains are to be seen in the far off horizon; to the west may be seen the islets and mountains of Vancouver Island, whilst southwards the Olympia and Cascade range in Washington Territory, with Mount Baker rearing its snow-capped summit far into the sky, meet the gaze. Eastward the lofty mountains on the mainland abruptly terminate the panorama.

It is only some two years ago that the site of Vancouver city was covered with a dense growth of trees, the stumps of which are still to be seen in many of its thoroughfares. On every side are evidences of rapid growth, cottages and private residences of a tasteful exterior lie side by side with rude log buildings, and business establishments are erected on the main streets equal to any in other cities, alongside of low clapboard buildings, remnants of the first settlement. Gas, the electric light, the telephone, a perfect waterworks system, and all modern conveniences have already been introduced there, and a park



FIRST SETTLERS IN THE NORTH-WEST.

scenery, and known as the Canadian National Park. One of the boiling springs has a temperature of 120° as it wells forth from the rock. The view from Banff requires to be seen, and baffles description. Mountains tower above mountains, some holding in their embrace glaciers fringed with eternal snow, others with castellated summits, which, in Europe, would at once be taken for the crumbling ruins of some old castle or fortress, others are suggestive of Egyptian pyramids, whilst beyond in an atmosphere so clear that miles merge into yards, grasp the extent of its beholding. At Stephen the summit of the Rockies is reached as far as travel is concerned, but Mount Stephen itself towers up fourteen to sixteen thousand feet high, and canyons of weird look and deep in abyss form huge chasms, shrouded in gloom and a fearful grandeur of their own, at the bottom of which foam and seethe the pent up and compressed waters of some mountain torrent. Between the Rockies and the Selkirks mining towns or villages are located with a fair population, and evidencing a briskness in trade undreamt of till seen. The scenery of the Selkirks is more sublime than that of the former range, and the glaciers seem to be larger and more majestic. Everything here in fact seems on a larger scale, and in the Gold range, a western branch of the Selkirks, the trees begin to assume proportions suggestive of the large timber of the Pacific coast. Leaving these

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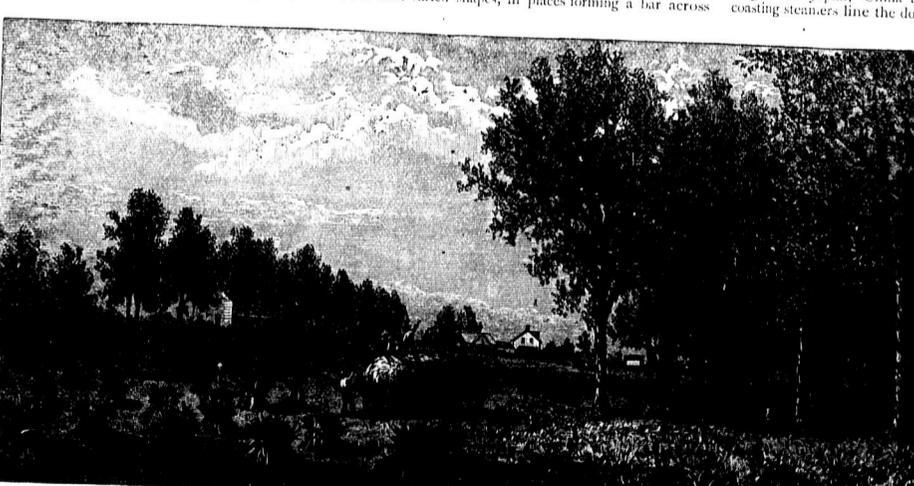
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Chinese labourers, in oriental dress, carrying packages at either end of a bamboo balanced on their shoulders give a tinge of eastern Asiatic life to the whole scene. As a commercial coast centre and transcontinental terminus, its position ensures a future of the greatest prosperity. Controlling as it will the Pacific trade in every direction, it will be to the west what New York city is to the east, and the advantages of this route for mail facilities to Asia have been already recognized by the Imperial authorities, a fact which the travelling public will not be slow to make use of. A sail of five or six hours through the gulf of Georgia and Puget Sound leads to Victoria, through a labyrinth of water reaches and network of promontories, islands and peninsulas, of which Lord Dufferin happily remarked "this wonderful system of navigation is equally adapted to the largest line of battle-ship and the frailest canoe." Emerging from these by means of a long harbour channel, Victoria, the capital of British Columbia, stands out conspicuous on the south-eastern point of Vancouver Island, a city so of its population, it might easily be taken for a quiet inland town of the Mother country, where the other shrubs attain a larger growth than England itself affords. Substantial buildings of brick and stone mark the business centres of the city, and its red brick government offices, savouring somewhat of gardens well kept, evidence the thriving condition of its residents and point to its prosperity. Stability in commercial dealings, and steady going business without the feverish excitement which pervades Chicago, New York and eastern cities generally, tend to promote the healthy appearance of the people here, a feature which at once strikes the attention of strangers on their arrival. The park laid out on Beacon Hill with its winding drives amid sturdy oaks, carries the mind back to Blenheim or Chatsworth, or some other baronial demesne of England.



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HOMESTEAD FARM AT KILDONAN, NEAR WINNIPEG.

the river, and in others standing out like the buttresses of a broken bridge. When all this scenery has been passed, the traveller is fairly into British Columbia.

**British Columbia.**

British Columbia, from its peculiar coastline, fringed by countless small islands, and indented with inlets furnishing communication with southern extremity, may be divided into two districts, insular and mainland. Its climate is varied, according to locality and surroundings, Dominion east of the mountain ranges, and it corresponds closely to that of the south of England, more especially Jersey. During the

2,100 feet above the level of the sea, and the magnificent river which adds so much to the natural beauty of the locality has here carved out for itself a channel, the banks of which rise nearly 300 feet above the water level. Immediately west is a very fine iron railway bridge, which here at a great height above the water spans the gorge of the South Saskatchewan. Away to the north-east, on the banks of the Northern Saskatchewan, is the town of Battleford, between which and Medicine Hat communication is kept up along the Indian trail. Battleford is in the centre of a picturesque region occupied by many thriving settlements.

And north-west of Medicine Hat and as far as Calgary, a distance of 179 miles, is genuine prairie land—prairie land, too, of the most typical character, one sky-bound grassy plain, unbroken either by tree or shrub. Blackfeet, Crees, and parties of other tribes of Indians are here met with. At Langevin, 35 miles west of the banks of the Saskatchewan, a recent boring for coal resulted in the tapping of a highly combustible gas which was ignited as it issued from the earth, and the heat evolved was utilized for driving the steam machinery employed in the boring. Crowfoot Crossing, 106 miles from Medicine Hat, takes its name from a well-known Indian chief; a few farms are established here, and there is also a large Indian reserve. Nineteen miles further on is Gleichen, in the midst of a promising agricultural district, and almost on the direct north and south trail between the important centres of Fort Macleod and Edmonton, far away to the north on the banks of the Northern Saskatchewan. Here, on a clear day, the lofty, snow-clad peaks of the Rocky Mountains, more than a hundred miles distant, may be seen glistening against the western sky. Beyond Gleichen is a fine expanse of unoccupied grazing land which, till recently, was the home of buffalo and antelope.

Calgary, the most westerly of the genuine prairie towns met with, is 179 miles from Medicine Hat, 839 miles west of Winnipeg, 1,285 miles from Port Arthur, Lake Superior, and 2,280 west of Montreal, being more than 3,000 feet above the level of the sea. A small town as yet, it nevertheless possesses capacities for great and rapid development; the centre of a broad and fertile agricultural district, the headquarters of the large cattle ranches to the south, the future commercial centre for the mining enterprise which will ere long develop the country to the westward, and, above all, the natural beauty of its situation, these are some of the factors which will help to insure a great future for the town of Calgary. Eastward is the prairie, and the town itself is on the prairie; but to the north, to the south, and to the west, the foot-hills of the Rocky Mountains break the monotony of the scene, and are themselves thrown into relief by the loftier summits in the background, and these in turn present a wonderful contrast with the white peaks which tower above and behind them in awful grandeur. Through the plain of Calgary flow the clear waters of the Bow river, which a short distance from the town is joined by its tributary, the Elbow. The excellence of the land in this district is testified by the number of the flourishing farms on Pine Creek, on Fish Creek, and on the banks of the Elbow river, and the plentiful supply of good water, the abundance of fuel, and the kindly climate must continue to make this an attractive region to settlers. A journey northward by stage, occupying five days, is necessary to reach Edmonton, the headquarters of the Saskatchewan trade of the Hudson's Bay Company.

West of Calgary the prairie continually narrows as it follows the course of the Bow River till the Rocky Mountains appear to bar all progress westward, but through which the indomitable energy of man has constructed the iron link connecting the east with the west, the Canadian Pacific Railway.

When the route from Winnipeg to this point is travelled over, it must be borne in mind that less than twenty years ago settlement was unknown,

A large trade is carried on with California in fruit, of a size and quality unknown eastwards. This trade, with the facilities of transport east by rail will largely increase, unless the residents of Vancouver Island take to growing fruit on the spot, which could easily be done owing to the climate and soil. West of Victoria, some four miles distant is Esquimalt, the naval station for the British fleet in the waters of the Pacific, and where has lately been constructed a magnificent graving dock. Here also are the dock-yard and other naval adjuncts. The island railway connects Victoria with Nanaimo city, the centre of the coal industry, and a place of great promise, the several collieries in operation there affording employment to a large number of hands.

To enumerate the towns of British Columbia would require a space that these pages cannot spare, but not to omit the gold mining districts, mention may be made of the Kootenay and Omineca districts especially, as being the centres which yield annually their tribute of gold. The former of these is accessible from Kamloops, and by the Kootenay river, but the latter requires an arduous land transit, and has no attractions beyond the somewhat precarious supply of the precious metal. Gold, however, as from the earliest dates of history, allures mankind, and as the search for it and consequent workings ensue, settlement will eventually follow in its wake.

**THE GREAT INTERNATIONAL HIGHWAY.**

Through Canada on the Grand Trunk.

It is the misfortune of a great majority of railways that, by reason of the exigencies of topography, the difficulties of securing right of way, and the influence of cost of construction, they have sought out the most uninviting paths; they have been constructed, as it were, through the back yard of the country, and their routes are almost utterly devoid of interest for the sight-seer and the admirer of gorgeous scenery and fine stretches of agricultural country. The Grand Trunk Railway of Canada is a notable exception to the general rule. It is emphatically a "front lawn" road, if one may be permitted to use the expression to indicate the favourable location of its route. The Grand Trunk, from Quebec to the St. Clair River, passes directly through the best and most interesting part of Canada. Built when Canada was comparatively young, the great railway was enabled to choose the most direct route; selecting the best and shortest line, which enabled the railway to pass straight through the districts embracing the prominent towns and best agricultural districts; the Grand Trunk was built directly across the front of the country, formed excellent agricultural districts in its path, and compelled the erection of nearly all the prominent towns along its route. It thus comes about that a ride through Canada on the Grand Trunk gives the sight-seer an excellent idea of the country. The man who has taken the trip, and who has used his eyes, cannot fail to know a very great deal about Canada; he has seen that portion of it that gives the best and most accurate idea of its extent, inhabitants, and points of interest.

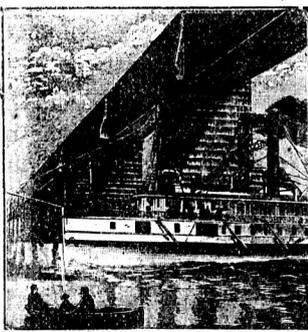


FROM THE CITADEL, QUEBEC.



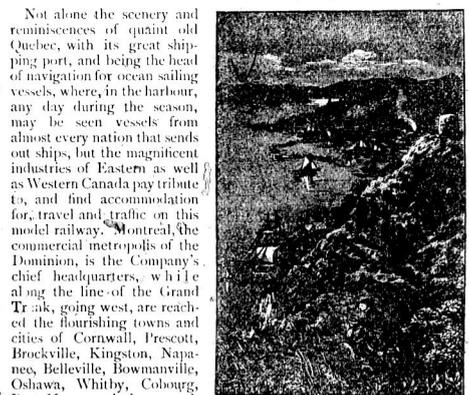
Built in the most substantial manner, with iron bridges resting on solid piers of masonry, the track of steel perfectly ballasted throughout—the whole under the management of the most experienced

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VICTORIA BRIDGE, MONTREAL.

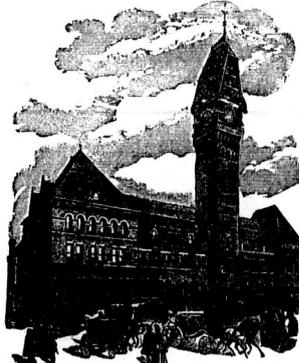
Not alone the scenery and reminiscences of quaint old Quebec, with its great shipping port, and being the head of navigation for ocean sailing vessels, where, in the harbour, any day during the season, may be seen vessels from almost every nation that sends out ships, but the magnificent industries of Eastern as well as Western Canada pay tribute to, and find accommodation for, travel and traffic on this model railway. Montreal, the commercial metropolis of the Dominion, is the Company's chief headquarters, while along the line of the Grand Trunk, going west, are reached the flourishing towns and cities of Cornwall, Prescott, Brockville, Kingston, Napanee, Belleville, Bowmanville, Oshawa, Whitby, Colborne, Port Hope, and the marvellously progressive city of Toronto. By this line the traveller—enjoying the accommodation of the best coaches and sleepers on any railway—can go west to London or to Hamilton, and thence to St. Catharines and Niagara Falls, or west to Brantford, Paris, Woodstock, Ingersoll, Chatham, Detroit and Chicago.



WOLF'S COVE, QUEBEC.

In short, the Grand Trunk Railway is the international artery between Canada and the United States.

For the tourist it offers every inducement each season, the fares being exceptionally moderate and the scenery through which portions of the line pass not to be surpassed by any in the world. From Montreal, travellers, going east to Portland, pass through an endless stretch of romantic country, beautiful streams, stupendous mountains, and a country thickly dotted with towns and villages, while Quebec being the eastern terminus—in Canada—of the Grand Trunk Railway, is the point from which tourists make the final start for the summer resorts, watering places



G. T. R. BUILDINGS AT CHICAGO.



THROUGH THE WHITE MOUNTAINS.

prepared by him, makes all classes who read conversant with the advantages of this immense International Highway.

and salmon fishing of the lower St. Lawrence. The picturesque villages, grand scenery, and health-giving air of the lower St. Lawrence are, year by year, attracting larger and larger numbers of visitors, and when their merits become known they will undoubtedly be the most popular summer resorts on the continent. The fact that they are not yet well-known is a strong point in their favor, for it gives them two advantages—plenty of room and cheap rates of living.

Mr. Joseph Hickson is the General Manager of this splendid road and Mr. W. Wainwright the Assistant General Manager. The General Passenger Agent Mr. William Edgar, year after year, through the interesting publications prepared by him, makes all classes who read conversant with the advantages of this immense International Highway.



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**St. Lawrence Canals.**

**Notice to Contractors.**

SEALED TENDERS addressed to the undersigned and endorsed "Tenders for the St. Lawrence Canals," will be received at this office until the arrival of the eastern and western mails on **Tuesday, the 25th day of September next**, for the construction of two locks and the deepening and enlargement of the upper entrance of the Galops Canal. And for the deepening and enlargement of the summit of the Cornwall Canal. The construction of a new lock at each of the three interior lock stations on the Cornwall Canal between the Town of Cornwall and Maple Grove; the deepening and widening the channel way of the canal, construction of bridges, etc.

A map of each of the localities, together with plans and specifications of the respective works, can be seen on and after **Tuesday, the 11th day of September next**, at this office, for all the works, and for the respective works at the following mentioned places:—  
For the works at Galops, at the Lock-keeper's House, Galops. For deepening the summit level of the Cornwall Canal, at Dickenson's Landing; and for the new locks, etc., at lock-stations Nos. 18, 19 and 20, at the Town of Cornwall. Printed forms of tender can be obtained for the respective works at the places mentioned.

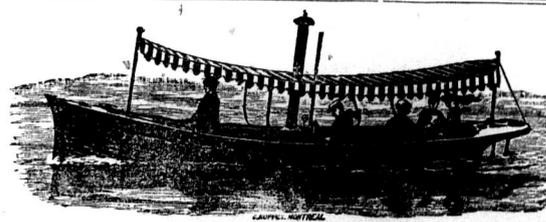
In the case of firms there must be attached the actual signatures of the full name, the nature of the occupation and residence of each member of the same, and further, a *bank deposit receipt* for the sum of \$6,000 must accompany the tender for the Galops Canal Works, and a *bank deposit receipt* for the sum of \$2,000 for each section of the works on the summit level of the Cornwall Canal; and for each of the lock sections on the Cornwall Canal a *bank deposit receipt* for the sum of \$4,000.

The respective *deposit receipts*—cheques will not be accepted,—must be endorsed over to the Minister of Railways and Canals, and will be forfeited if the party tendering declines entering into a contract for the works at the rates and on the terms stated in the offer submitted. The deposit receipts thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest or any tender.

By order,  
A. P. BRADLEY,  
Secretary.

Department of Railways and Canals,  
Ottawa, 8th August, 1888.



**SHIPMAN AND ACME ENGINES.**

Coal Oil for Fuel. No Dirt, Dust or Smoke. No Engineer Required. Simple, Safe, Durable and Economical.

Stationary and Marine Engines and Boilers from 1 to 5 horse power. Complete launches from 20x4 to 30x6. Write for catalogue and circulars.

**JOHN GILLIES & CO.,**  
CARLETON PLACE, ONT.

**Dominion of Canada.**



FREE FARMS FOR MILLIONS.

200,000,000 ACRES

Wheat and Grazing Lands, for settlement, in Manitoba and Canadian North-West. Deep soil, well watered, wooded and richest in the world—easily reached by railways. Wheat—average 30 bushels to the acre, with fair farming.

THE GREAT FERTILE BELT.

Red River Valley, Saskatchewan Valley, Peace River Valley, and the Great Fertile Plains, vast areas, suitable for Grains and the Grasses, largest (yet unoccupied) in the world.

VAST MINERAL RICHES—GOLD, SILVER, IRON, COPPER, SALT, PETROLEUM, ETC., ETC.

IMMENSE COAL FIELDS—limitless Supply of Cheap Fuel.

RAILWAY FROM OCEAN TO OCEAN.

ROUTE—Including the great Canadian Pacific Railway, the Grand Trunk Railway, and the Intercolonial Railway, making continuous steel-rail connection from the Atlantic to the Pacific Ocean through the great Fertile Belt of North America and the magnificently beautiful scenery of the North of Lake Superior and the Rocky Mountains.

New Route from England to Asia, wholly through British territory, and Shortest Line through America to China, Japan, Australia and the East. Always sure and always open.

CLIMATE THE HEALTHIEST IN THE WORLD.

The Canadian Government gives Free Farms of 160 Acres to every male adult of 18 years, and to every female, who is head of a family, on condition of living on it, offering independence for life to every one with very little means, but having sufficient energy to settle.

Further and full information, in pamphlets and maps, given free on application by letter, post free, addressed to *Department of Agriculture, Ottawa, Canada*, or to *High Commissioner for Canada, 9 Victoria Chambers, London, S. W., England*, and all Emigration Agents.

IMMENSE COAL FIELDS—limitless Supply of Cheap Fuel.

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**Sault Ste. Marie Canal.**

**Notice to Contractors.**

SEALED TENDERS addressed to the undersigned and endorsed "Tenders for the Sault Ste. Marie Canal," will be received at this office until the arrival of the eastern and western mails on **TUESDAY, the 23rd day of October, next**, for the formation and construction of a Canal on the Canadian side of the river, through the island of St. Mary.

The works will be let in two sections, one of which will embrace the formation of the canal through the island; the construction of locks, etc. The other, the deepening and widening of the channel-way at both ends of the canal, construction of piers, etc.

A map of the locality, together with plans and specifications of the works, can be seen at this office on and after **TUESDAY, the 9th day of October next**, where printed forms of tender can also be obtained. A like class of information, relative to the works, can be seen at the office of the Local Officer in the Town of Sault Ste. Marie, Ont.

Intending contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms and be accompanied by a letter stating that the person or persons tendering have carefully examined the locality and the nature of the material found in the trial pits.

In the case of firms, there must be attached the actual signatures of the full name, the nature of the occupation and residence of each member of the same; and further, a *bank deposit receipt* for the sum of \$20,000 must accompany the tender for the canal and locks; and a *bank deposit receipt* for the sum of \$7,500 must accompany the tender for the deepening and widening of the channel-way at both ends, piers, etc.

The respective *deposit receipts*—cheques will not be accepted,—must be endorsed over to the Minister of Railways and Canals, and will be forfeited if the party tendering declines entering into contract for the works, at the rates and on the terms stated in the offer submitted. The deposit receipt thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest or any tender.

By order,  
A. P. BRADLEY,  
Secretary.

Department of Railways and Canals,  
Ottawa, 8th August, 1888.



# OTTAWA MAIL SERVICE.

## TIME TABLE OF ARRIVALS AND DEPARTURES.

CLOSE.			MAILS.	DUE.			
A.M.	P.M.	P.M.		A.M.	P.M.	P.M.	
10.30	.....	9.30	WESTERN—TORONTO, HAMILTON, LONDON, PETERBORO, PERTH	8.00	.....	6.30	
10.30	.....	7.00	BELLEVILLE, NAPANEE, BOWMANVILLE..	9.30	.....	6.30	
.....	.....	9.30	MANITOBA, N.-W. TERRITORIES and BRITISH COLUMBIA..	8.00	.....	.....	
.....	.....	9.30	SHARBOT LAKE, NORWOOD	8.00	.....	.....	
10.30	.....	7.00	BROCKVILLE, KINGSTON	9.30	.....	6.30	
3.30	3.30	7.00	EASTERN.—MONTREAL, &c. ....	8.00	.....	.....	
7.00	.....	.....		MARITIME PROVINCES and P. E. ISLAND..	9.30	1.30	.....
.....	3.30	.....		CORNWALL, MORRISBURG, LANCASTER, &c. ....	9.30	.....	.....
.....	3.30	7.00		QUEBEC and THREE RIVERS..	9.30	1.30	.....
.....	2.00	7.00	UNITED STATES.—Via Ogdensburg..	9.30	.....	2.40	
10.30	.....	7.00	WESTERN UNITED STATES..	9.30	.....	.....	
.....	12.50	3.30	NEW YORK through mail..	.....	.....	2.40	
.....	.....	7.00	do do .....	11.45	.....	.....	
.....	3.30	.....	..... AND NEW ENGLAND STATES..	8.00	.....	.....	
.....	2.00	7.00	.....	9.30	.....	2.40	
.....	.....	2.00	.....	11.00	.....	2.40	
.....	2.00	.....	ST. LAWRENCE & OTTAWA RAILWAY: MANOTICK, NORTH GOWER AND METCALFE..	9.30	.....	.....	
.....	.....	.....		KAPS, KENMORE, MERRICKVILLE, OSGOODE STATION, } OXFORD STATION..	11.00	.....	.....
.....	.....	.....		CANADA PACIFIC RAILWAY West: MATTAWA, NORTH BAY AND ALL POINTS WEST OF PEMBROKE..	8.00	.....	.....
.....	2.30	9.30	ARNPRIOR AND PAKENHAM, PEMBROKE, RENFREW, ALMONTE..	8.00	.....	2.20	
10.30	.....	9.30	CARLETON PLACE..	8.00	.....	2.20	
10.30	.....	9.30	APPLETON, ASHTON AND STITTSVILLE..	8.00	.....	2.20	
10.30	.....	7.00	BROCKVILLE, SMITH'S FALLS, &c. ....	9.30	.....	6.30	
.....	7.00	.....	CANADIAN PACIFIC RAILWAY East: GATINEAU POINT, BUCKINGHAM, CUMBERLAND, THURSO, } CLARENCE, GRENVILLE, L'ORIGINAL, &c., and MONTREAL }	.....	1.30	.....	
.....	7.00	.....		CANADA ATLANTIC RAILWAY: ALEXANDRIA, GLEN ROBERTSON, GREENFIELD, MAXVILLE..	8.00	1.30	.....
.....	3.30	3.30		EASTMAN'S SPRINGS, SOUTH INDIAN, ST. POLYCARPE, COTEAU STATION, &c. ....	.....	1.30	.....
.....	.....	.....	PONTIAC & PACIFIC JUNCTION RAILWAY: QUYON, EARDLEY, BRYSON, BRISTOL, VINTON, SHAWVILLE, } HEYWORTH, FORT COULONGE, &c. ....	11.45	.....	.....	
.....	2.00	.....	BY STAGE. BELL'S CORNERS, RICHMOND, SKEAD'S MILLS, HINTONBURGH, } FALLOWFIELD .....	11.00	.....	.....	
.....	6.00	10.00	HULL..	8.00	2.00	6.00	
.....	10.00	.....	AYLMER .....	8.00	2.00	.....	
.....	6.00	.....	GATINEAU.—Daily to RIVER DESERT..	.....	.....	6.00	
.....	10.00	.....	BILLINGS' BRIDGE, STEWARTON .....	10.00	.....	.....	
.....	10.00	.....	CUMMINGS' BRIDGE, ROBILARD, ORLEANS & HURDMAN'S BRIDGE..	10.00	.....	.....	
.....	10.00	.....	ROCHESTERVILLE and MOUNT SHERWOOD..	11.00	.....	.....	
.....	9.30	.....	ARCHVILLE .....	10.00	.....	.....	
.....	.....	3.30	MERIVALE, Mon. Wed. and Fri. ....	.....	.....	3.30	
.....	6.30	.....	BRITISH MAILS.			.....	
.....	6.30	.....	Monday 3rd, 10th, 17th and 24th Via New York..	.....	.....	.....	
.....	6.30	.....	Wednesday 5th, 12th, 19th and 26th Via Rimouski..	.....	.....	.....	
.....	6.30	.....	Thursday 6th, 13th, 20th and 27th Via New York..	.....	.....	.....	
.....	6.30	.....	Saturday 15th, 22nd and 29th..	.....	.....	.....	

Letters for Registration must be posted 15 minutes previous to the time of closing the above mails.

The Mails for NEWFOUNDLAND will leave Halifax 11th and 25th.

The Mails for AUSTRALIA, TASMANIA, NEW ZEALAND and FIJI ISLANDS, will leave San Francisco on the 22nd.

The Mails for CHINA and JAPAN via Vancouver will be closed on the 24th.

The Mails for the SANDWICH ISLANDS will leave San Francisco on the 11th and 22nd.

The Mails for CUBA will leave Philadelphia, 1st, 5th, 11th, 21st and 27th.

The Mails for the WEST INDIES, CENTRAL and SOUTH AMERICA, will leave New York as follows: Bermuda, 13th and 27th; the Windward Islands, 5th, 15th and 26th; Venezuela and Curacao, 6th, 19th and 29th; the Bahama Islands, 1st, 11th, 13th, 15th, 27th and 29th; Jamaica, 13th and 27th; Central America and the Pacific Ports of South America, 1st, 10th and 20th; Hayti, 1st, 15th and 29th; Brazil, the Argentine Confederation, Uruguay and Paraguay, 1st and 21st. Letters, etc., should be posted two days before the departure of the above named Mails from New York.

## INTERCOLONIAL RAILWAY OF CANADA.

The direct route between the west and all points on the Lower St. Lawrence and Baie des Chaleurs, Province of Quebec; also for New Brunswick, Nova Scotia, Prince Edward Island and Cape Breton Islands, Newfoundland and St. Pierre.

All the popular Summer Sea Bathing and Fishing Resorts of Canada are along this line.

New and Elegant Buffet Sleeping and Day Cars run on through express trains between Montreal, Halifax and St. John.

Canadian, European Mail and Passenger Route.

Passengers for Great Britain or the Continent leaving Montreal on Thursday morning will join outward mail steamer at Rimouski the same evening.

The attention of shippers is directed to the superior facilities offered by this route for transport of flour and general merchandise intended for the Eastern Provinces and Newfoundland, also for shipments of grain and produce intended for the European market.

Tickets may be obtained and all information about the route, freight and passenger rates on application to

E. KING,  
27 Sparks Street, Ottawa, or  
GEO. W. ROBINSON,  
Eastern Freight and Passenger Agent,  
136 1/2 St. James Street, Montreal.

D. FOTTINGER,  
Chief Superintendent.

Railway Offices, Moncton, N.B., September, 1887.

### Department of Inland Revenue.

#### An Act Respecting Agricultural Fertilizers.

The public is hereby notified that the provisions of the Act respecting AGRICULTURAL FERTILIZERS came into force on the 1st of January, 1886, and that all Fertilizers sold thereafter require to be sold subject to the conditions and restrictions therein contained—the main features of which are as follows:—

The expression "fertilizer" means and includes all fertilizers which are sold at more than TEN DOLLARS per ton, and which contains ammonia, or its equivalent of nitrogen, or phosphoric acid.

Every manufacturer or importer of fertilizers for sale, shall, in the course of the month of January in each year, and before offering the same fertilizer for sale, transmit to the Minister of Inland Revenue, carriage paid, a sealed glass jar, containing at least two pounds of the fertilizer manufactured or imported by him, with the certificate of analysis of the same, together with an affidavit setting forth that each jar contains a fair average sample of the fertilizer manufactured or imported by him; and such shall be preserved by the Minister of Inland Revenue for the purpose of comparison with any sample of fertilizer which is obtained in the course of the twelve months then next ensuing from such manufacturer or importer, or collected under the provisions of the Adulteration Act, or is transmitted to the chief analyst for analysis.

If the fertilizer is put up in packages, every such package intended for sale or distribution within Canada shall have the manufacturer's certificate of analysis placed upon or securely attached to each package by the manufacturer; if the fertilizer is in bags it shall be distinctly stamped or printed upon each bag; if it is in barrels, it shall be either

restricted to be sold subject to the conditions and restrictions therein contained—the main features of which are as follows:—

The expression "fertilizer" means and includes all fertilizers which are sold at more than TEN DOLLARS per ton, and which contains ammonia, or its equivalent of nitrogen, or phosphoric acid.

Every manufacturer or importer of fertilizers for sale, shall, in the course of the month of January in each year, and before offering the same fertilizer for sale, transmit to the Minister of Inland Revenue, carriage paid, a sealed glass jar, containing at least two pounds of the fertilizer manufactured or imported by him, with the certificate of analysis of the same, together with an affidavit setting forth that each jar contains a fair average sample of the fertilizer manufactured or imported by him; and such shall be preserved by the Minister of Inland Revenue for the purpose of comparison with any sample of fertilizer which is obtained in the course of the twelve months then next ensuing from such manufacturer or importer, or collected under the provisions of the Adulteration Act, or is transmitted to the chief analyst for analysis.

If the fertilizer is put up in packages, every such package intended for sale or distribution within Canada shall have the manufacturer's certificate of analysis placed upon or securely attached to each package by the manufacturer; if the fertilizer is in bags it shall be distinctly stamped or printed upon each bag; if it is in barrels, it shall be either branded, stamped or printed upon the head of each barrel or distinctly printed upon good paper and securely pasted upon the head of each barrel, or upon a tag securely attached to the head of each barrel; if it is in bulk, the manufacturer's certificate shall be produced and a copy given to each purchaser.

No fertilizer shall be sold or offered or exposed for sale unless a certificate of analysis and sample of the same shall have been transmitted to the Minister of Inland Revenue and the provisions of the foregoing sub-section have been complied with.

Every person who sells or offers or exposes for sale any fertilizer, in respect to which the provisions of this Act have not been complied with—or who permits a certificate of analysis to be attached to any package, bag or barrel of such fertilizer, or to be produced to the inspectors to accompany the bill of inspection of such inspector, stating that the fertilizer contains a larger percentage of the constituents mentioned in sub-section No. 11 of the Act than is contained therein—or who sells, offers or exposes for sale any fertilizer purporting to have been inspected, and which does not contain the percentage of constituents mentioned in the next preceding section—or who sells or offers or exposes for sale any fertilizer which does not contain the percentage of constituents mentioned in the manufacturer's certificate accompanying the same, shall be liable in each case to a penalty not exceeding fifty dollars for the first offence; and for each subsequent offence to a penalty not exceeding one hundred dollars. Provided always that deficiency of one per centum of the ammonia, or its equivalent of nitrogen, or of the phosphoric acid, claimed to be contained, shall not be considered as evidence of fraudulent intent.

The Act passed in the forty-seventh year of Her Majesty's reign, chaptered thirty-seven, and entitled "An Act to prevent fraud in the manufacture and sale of agricultural fertilizers," is by this Act repealed, except in regard to any offence committed against it or any prosecution or other act commenced and not concluded or completed, and any payment of money due in respect of any provision thereof.

A copy of the Act may be obtained upon application to the Department of Inland Revenue.

E. MIALL,  
Commissioner.

THE OLDEST AND MOST EXTENSIVE PIANO ESTABLISHMENT IN THE DOMINION.

AGENTS FOR THE UNRIVALLED PIANOS OF

# A. & S. NORDHEIMER, CHICKERING, STEINWAY, HAINES, GABLER, EVERETT & NORDHEIMER. ESTEY AND KIMBALL ORGANS.

15 King Street East, TORONTO.

Nordheimer's Hall, MONTREAL.

67 Sparks Street, OTTAWA.

## Mining Regulations

To Govern the Disposal of Mineral Lands other than Coal Lands, 1886.

THESE REGULATIONS shall be applicable to all Dominion Lands containing gold, silver, cinnabar, lead, tin, copper, petroleum, iron or other mineral deposits of economic value, with the exception of coal.

Any person may explore vacant Dominion Lands not appropriated or reserved by Government for other purposes, and may search therein, either by surface or subterranean prospecting, for mineral deposits, with a view to obtaining, under the Regulations, a mining location for the same, but no mining location or mining claim shall be granted until the discovery of the vein, lode or deposit of mineral or metal within the limits of the location or claim.

### QUARTZ MINING.

A location for mining, except for iron on veins, lodes or ledges of quartz or other rock in place, shall not exceed forty acres in area. Its length shall not be more than three times its breadth and its surface boundary shall be four straight lines, the opposite sides of which shall be parallel, except where prior locations would prevent, in which case it may be of such a shape as may be approved of by the Superintendent of Mining.

Any person having discovered a mineral deposit may obtain a mining location therefor, in the manner set forth in the Regulations which provides for the character of the survey and the marks necessary to designate the location on the ground.

When the location has been marked conformably to the requirements of the Regulations, the claimant shall, within sixty days thereafter, file with the local agent in the Dominion Lands Office for the district in which the location is situated, a declaration or oath setting forth the circumstances of his discovery, and describing, as nearly as may be, the locality and dimensions of the claim marked out by him as aforesaid; and shall, along with such declaration, pay to the said agent an entry fee of FIVE DOLLARS. The agent's receipt for such fee will be the claimant's authority to enter into possession of the location applied for.

At any time before the expiration of FIVE years from the date of his obtaining the agent's receipt it shall be open to the claimant to purchase the location on filing with the local agent proof that he has expended not less than FIVE HUNDRED DOLLARS in actual mining operations on the same; but the claimant is required, before the expiration of each of the five years, to prove that he has performed not less than ONE HUNDRED DOLLARS' worth of labour during the year in the actual development of his claim, and at the same time obtain a renewal of his location receipt, for which he is required to pay a fee of FIVE DOLLARS.

The price to be paid for a mining location shall be at the rate of FIVE DOLLARS PER ACRE, cash, and the sum

of a mining location." "Application for grant for placer mining and affidavit of applicant." "Grant for placer mining." "Certificate of the assignment of a placer mining claim." "Grant to a bed rock flume company." "Grant for drainage." "Grant of right to divert water and construct ditches."

Since the publication, in 1884, of the Mining Regulations to govern the disposal of Dominion Mineral Lands, the same have been carefully and thoroughly revised with a view to ensure ample protection to the public interests, and at the same time to encourage the prospector and miner in order that the mineral resources may be made valuable by development.

COPIES OF THE REGULATIONS MAY BE OBTAINED UPON APPLICATION TO THE DEPARTMENT OF THE INTERIOR.

A. M. BURGESS,  
Deputy Minister of the Interior.

## Dominion Lands Regulations.

Under the Dominion Lands Regulations all surveyed even-numbered sections, excepting 8 and 26, in Manitoba and the North-West Territories, which have not been homesteaded, reserved to provide wood lots for settlers, or otherwise disposed of or reserved, are to be held exclusively for homesteads and pre-emptions.

### HOMESTEADS.

Homesteads may be obtained upon payment of an Office Fee of Ten Dollars, subject to the following conditions as to the residence and cultivation:

In the "Mile Belt Reserve," that is the even-numbered sections lying within one mile of the Main Line or Branches of the Canadian Pacific Railway, and which are not set apart for town sites or reserves made in connection with town sites, railway stations, mounted police posts, mining and other special purposes, the homesteader shall begin actual residence upon his homestead within six months from the date of entry, and shall reside upon and make the land his home for at least six months out of every twelve months for three years from the date of entry; and shall within the first year after the date of his homestead entry, break and prepare for crop ten acres of his homestead quarter-section, and shall within the second year crop the said ten acres, and break and prepare for crop fifteen acres additional, making twenty-five acres; and within the third year after the date of his homestead entry he shall crop the said twenty-five acres, and break and prepare for crop fifteen acres additional; so that within three years of the date of his homestead entry he shall have not less than twenty-five acres cropped, and fifteen acres additional broken and prepared for crop.

Land, other than that included in Mile Belt, Town Site Reserves and Coal and Mineral Districts, may be homesteaded in either of the two following methods:

sections lying within one mile of the Main Line or Branches of the Canadian Pacific Railway, and which are not set apart for town sites or reserves made in connection with town sites, railway stations, mounted police posts, mining and other special purposes, the homesteader shall begin actual residence upon his homestead within six months from the date of entry, and shall reside upon and make the land his home for at least six months out of every twelve months for three years from the date of entry; and shall within the first year after the date of his homestead entry, break and prepare for crop ten acres of his homestead quarter-section, and shall within the second year crop the said ten acres, and break and prepare for crop fifteen acres additional, making twenty-five acres; and within the third year after the date of his homestead entry he shall crop the said twenty-five acres, and break and prepare for crop fifteen acres additional; so that within three years of the date of his homestead entry he shall have not less than twenty-five acres cropped, and fifteen acres additional broken and prepared for crop.

Land, other than that included in Mile Belt, Town Site Reserves and Coal and Mineral Districts, may be homesteaded in either of the two following methods:

1. The homesteader shall begin actual residence on his homestead and cultivation of a reasonable portion thereof within six months from date of entry, unless entry shall have been made on or after the 1st day of September, in which case residence need not commence until the 1st day of June following, and continue to live upon and cultivate the land for at least six months out of every twelve months for three years from date of homestead entry.

2. The homesteader shall begin actual residence, as above, within a radius of two miles of his homestead, and continue to make his home within such radius for at least six months out of every twelve months for the three years next succeeding the date of homestead entry; and shall within the first year from date of entry break and prepare for crop ten acres of his homestead quarter-section; and shall within the second year crop the said ten acres, and break and prepare for crop fifteen acres additional—making twenty-five acres; and within the third year after the date of his homestead entry he shall crop the said twenty-five acres, and break and prepare for crop fifteen acres additional, so that within three years of the date of his homestead entry he shall have not less than twenty-five acres cropped; and shall have erected on the land a habitable house in which he shall have lived during the three months next preceding his application for homestead patent.

In the event of a homesteader desiring to secure his patent within a shorter period than the three years provided by law, he will be permitted to purchase his homestead on furnishing proof that he has resided on the land for at least twelve months subsequent to date of homestead entry.

### PRE-EMPTIONS.

Any homesteader may at the same time as he makes his homestead entry, but not at a later date, should there be available land adjoining the homestead, enter an additional quarter-section of land as a pre-emption on payment of an office fee of ten dollars.

The pre-emption right entitles the homesteader, who obtains entry for a pre-emption, to purchase the land so pre-empted on becoming entitled to his homestead patent; but should the homesteader fail to fulfil the homestead conditions, he forfeits all claim to his pre-emption.

The price of pre-emptions is two dollars and fifty cents an acre. Where land is north of the northerly limit of the land grant, along the main line of the Canadian Pacific Railway, and is not within twenty-four miles of any branch of that Railway, or twelve miles of any other Railway, pre-emptions may be obtained for two dollars per acre.

### TIMBER.

Homestead settlers, whose land is destitute of timber, may, upon payment of an office fee of fifty cents, procure from the Crown Timber Agent a permit to cut the following quantities of timber free of dues: 30 cords of wood, 1,800 lineal feet of house logs, 2,000 cubic rails, and 400 roof rails.

In cases where there is timbered land in the vicinity, available for the purpose, the homestead settler, whose land is without timber, may purchase a wood lot, not exceeding in area 20 acres, at the price of five dollars per acre cash.

Licenses to cut timber on lands within surveyed townships may be obtained. The lands covered by such licenses are thereby withdrawn from homestead and pre-emption entry and from sale.

### PAYMENTS.

Payments for land may be in cash, scrip, or Police or Military Bounty warrants.

COAL.—Coal Districts have been set apart as follows:

1. On the Souris River, south of Moose Mountain.
2. On South Saskatchewan River, near Medicine Hat.
3. On the North Saskatchewan River, near Edmonton.
4. On the Bow River.
5. On the Belly River.

The price per acre is, for land containing lignite or bituminous coal, \$10.00, and for anthracite coal, \$12.50.

When two or more parties apply to purchase the same land, tenders will be received.

### GRAZING LANDS.

Leases of Grazing Lands may be obtained for a period not exceeding twenty-one years, no single lease shall cover a greater area than 100 acres.

The rental is two cents an acre per annum.

The lessee is obliged, within each of the three years from the date of granting the lease, to place upon his leasehold not less than one-third of the whole amount of the stock which he is required to place upon the tract leased, namely, one head of cattle for every ten acres of land embraced by the lease, and shall during the rest of the term maintain cattle thereon in at least that proportion.

After placing the prescribed number of cattle upon his leasehold, the lessee may purchase land, within the tract leased, for a home, farm and corral.

### MINERAL LANDS.

Any person may explore vacant Dominion lands not appropriated or reserved by Government for other purposes, and may search therein, either by surface or subterranean prospecting, for mineral deposits, with a view to obtaining a mining location for the same, but no mining location shall be granted until the discovery of the vein, lode, or deposit of mineral or metal within the limits of the location or claim.

On discovering a mineral deposit any person may obtain

a mining location, upon marking out his location on the ground, in accordance with the regulations in that behalf, and filing with the Agent of Dominion Lands for the district, within ninety days from discovery, an affidavit in the form prescribed by Mining Regulations, and paying at the same time an office fee of five dollars, which will entitle the person so recording his claim to enter on the land and work it for one year.

At any time before the expiration of one year from the date of recording his claim, the claimant may, upon filing proof with the Local Agent that he has expended in actual mining operations on the claim the amount prescribed in the Mining Regulations in that behalf, by paying to the Local Agent therefor the price per acre fixed by the regulations, and a further sum of fifty dollars to cover the cost of survey, obtain a patent for said claim as provided in the said Mining Regulations.

### INFORMATION.

Full information respecting the Land, Timber, Coal and Mineral Laws and copies of the regulations, may be obtained upon application to the MINISTER OF THE INTERIOR, Ottawa, Ontario; THE COMMISSIONER OF DOMINION LANDS, Winnipeg, Manitoba; or to any of the Dominion Land Agents in Manitoba or the North-West Territories.

### A. M. BURGESS,

Dep. Minister of Interior.

LIST OF DOMINION LAND AND CROWN TIMBER AGENTS IN MANITOBA AND NORTH-WEST TERRITORIES.

Name of Agent.	Name of District.	Agency.	Post Office Address of Agent.
A. H. Whitcher...	Winnipeg.....	Dom. Lands...	Winnipeg, Manitoba.
W. H. Ham.....	Dufferin.....	"	Manitou,
W. M. Hilliard...	Little Saskatchewan	"	"
Wan.....	"	"	"
W. G. Pentland...	Birtle.....	"	Birtle, "
E. Clement Smith...	Souris.....	"	Brandon, "
J. Fleisher, Acting...	Turtle Mountain...	"	Deloraine, "
W. H. Stevenson...	Qu'Appelle.....	"	Regina, Assiniboia,
			N.W.T.
John McTaggart...	Prince Albert.....	"	Pr. Albert, Saskatchewan,
			N.W.T.
J. J. McHugh.....	Cocueau.....	"	Cocueau, Assiniboia,
			N.W.T.
Edward A. Nash...	Battleford.....	"	Battleford, Saskatchewan,
			N.W.T.
Amos Rowe.....	Calgary.....	"	Calgary, Alberta, N.W.T.
F. A. Gauvreau...	Edmonton.....	"	Edmonton, Alberta, N.W.T.
E. F. Stephenson...	Winnipeg.....	Crown Timber.	Winnipeg, Manitoba.
Thos. Anderson...	Edmonton.....	"	Edmonton, Alberta,
			N.W.T.
C. L. Gouin...	Calgary.....	"	Calgary, N.W.T.
D. J. Waggoner...	Prince Albert.....	"	Pr. Albert, Saskatchewan,
			N.W.T.

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