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A SUPPLEMENT to the OTTAWA CITIZEN.

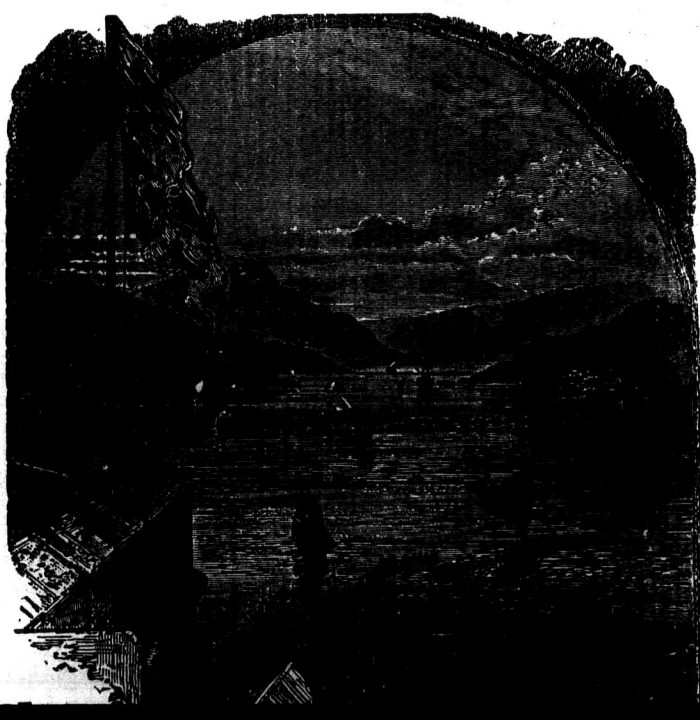
No. 1.

OTTAWA, SEPTEMBER, 1888.

10 CTS.

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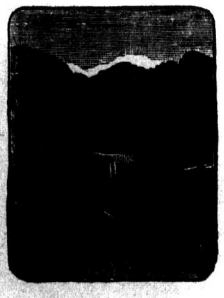
Commercial Announcements.

OTTAWA ADVERTISEMENTS—Pages 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 15.
MONTREAL ADVERTISEMENTS—Pages 16, 17, 18 and 19.
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SPECIAL ADVERTISEMENTS—National Colonization Enterprise (2nd cover); Ottawa Mail Service, Intercolonial Railway, Agricultural Fertilizers (3rd cover); Pianos, Land Regulations, Mining Regulations (4th cover).

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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,
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S. E. LEFEBVRE, Secretary.

THE
Best and Largest Stock
— OF —
FURNITURE

Bedroom Suits, Parlour Suits, Office Furniture,

CARPETS, &c., &c.,

CAN BE SEEN AT OUR STORES,
O'CONNOR STREET.

OUR STOCK is the finest in the market,
and our prices are the lowest

We have the latest styles of machinery, which
enables us to turn out the finest work.

Prompt Delivery Guaranteed.

HARRIS & CAMPBELL,

O'CONNOR STREET,

(NEAR SPARKS).

7 year old Rye.

9 year old Brandy.

C. NEVILLE,

IMPORTER OF

AUTOMATIC REFRIGERATOR COMPANY
OF OTTAWA,
SOLE MANUFACTURERS OF
Hanrahan's Patent Refrigerator
IN THE DOMINION.



Especially adapted for the preservation of **Fresh Meat**, cooked and uncooked,
Fish, Milk, Butter, and all other perishable goods. Having a thorough
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
Colonial Exhibition.

SEND FOR PRICE LIST.

ENTIRE SATISFACTION GUARANTEED.

AUTOMATIC REFRIGERATOR CO.

333 & 335 Wellington St., Ottawa.

Montreal Branch, 1749 Notre Dame St. | Toronto Office, 70 King St. West.

TESTIMONIALS.

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 SIR.—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
Retail, at

BIRKETT'S

D. GARDNER & CO.,

DIRECT IMPORTERS,

66 & 68 SPARKS ST., - OTTAWA,

DEALERS IN

DRESS GOODS,

FANCY GOODS,

SMALL WARES,

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Millinery, Mantles and Trimmings.

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HARRIS & CAMPBELL,

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(NEAR SPARKS).

7 year old Rye.

9 year old Brandy.

C. NEVILLE,

IMPORTER OF

Fine Wines AND Liquors

97 RIDEAU ST. (through to By Ward Market).

FAMILY GROCERY,

118 RIDEAU STREET (next to Ald. Borthwick's).

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



WINDSOR HOUSE,

OTTAWA, CANADA.

J. S. DANIELS, - - PROPRIETOR.

1749 Notre Dame Street, City.
GENTLEMEN.—The Refrigerator purchased of you has worked most satisfac-
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You have been very successful in your application of the principle of precipitat-
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H. HOGAN, per W. H. BROWN.

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Direct from the Manufacturers, Wholesale and
Retail, at

BIRKETT'S

300 kegs Cut Nails, all sizes, 1 car load Barb Wire,
2 car loads Tanned Felt, 2 car loads Dry Felt;
also an endless variety of

BUILDERS' HARDWARE,
PAINTS, all colors, OILS, GLASS, PUTTY, &c.

Country Merchants and Dealers will be supplied with all goods
at Montreal or Toronto prices, with freight added, or goods will be
shipped from my own Storehouse, Montreal, if so desired.

THOS. BIRKETT,

115 Rideau Street, 62 to 70 William Street,
and Canal Basin, Ottawa.

W. H. BALDWIN & CO.

MANUFACTURERS OF

Doors, Sashes,

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235 RIDEAU ST.,

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TELEPHONE 487.

JOHN M. GARLAND,

IMPORTER AND DEALER IN

Staple Dry Goods

Canadian Manufactures at Close Prices.

WHOLESALE ONLY.

146 SPARKS STREET,

OTTAWA.

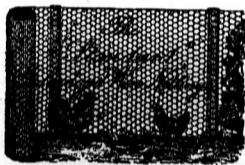
R. J. DEVLIN'S

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.

R. J. DEVLIN, - - - - OTTAWA.



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.

R. J. DEVLIN, - - - - OTTAWA.



Galvanized Iron Poultry Wire

IS JUST THE ARTICLE WANTED
FOR FENCING POULTRY YARDS.
Cheap and durable and looks well.
PRICE FOR 150 FEET ROLL (4 feet high, 2 inch mesh) \$6.25
SPECIAL PRICE FOR LARGER ORDERS.

A. WORKMAN & CO.,
79 to 83 Rideau St. and 301 Wellington St.
OTTAWA.



The Russell.

THE PALACE HOTEL OF CANADA.

SPARKS ST., OTTAWA.

Mortimer & Co.

ENGRAVERS,

PRINTERS,

LITHOGRAPHERS.

PHOTOGRAPHS AND ENVELOPES
Embossed with Monogram and Crest.

Bookbinders,

Stationers and

Account Book

Manufacturers.

WHOLESALE & RETAIL.

194, 196 & 198 Sparks Street,

OTTAWA.

The Phoenix Dry Goods Store

AND
Dress & Mantle Making Emporium,
135 RIDEAU ST.

Will in point of attraction Rival the Exhibition.

WHOLESALE & RETAIL.

194, 196 & 198 Sparks Street,

OTTAWA.

The Phoenix Dry Goods Store

AND
Dress & Mantle Making Emporium,
135 RIDEAU ST.

Will in point of attraction Rival the Exhibition.

THIS SEASON
NOVELTIES & IMPROVEMENTS.
GRAND LEADING LINES IN DRESS GOODS.

MANTLE & DRESS MAKING A SPECIALTY.

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.

A Perfect Fit Warranted or no Sale.

RYAN & PHELAN,
135 RIDEAU STREET, OTTAWA.

VICTORIA FOUNDRY & MACHINE SHOPS

OTTAWA.

N. S. BLASDELL & CO.,

+ MACHINISTS +

MANUFACTURERS OF

All Kinds of Engines, Mill Irons, Etc.

GENERAL REPAIRS.

MILTON W. MERRILL.

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.

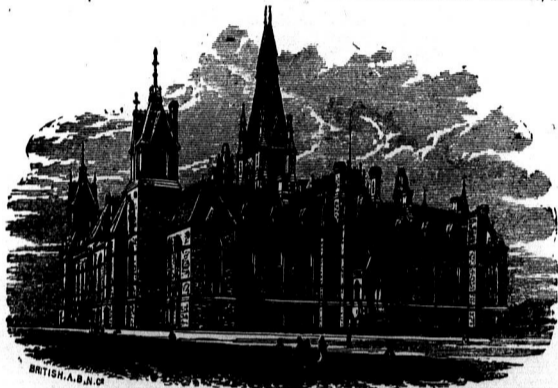
Referring to the steam heating and lighting by electricity introduced by this Company the Montreal *Witness* recently said:—"A few weeks ago the first electrically lighted train in Canada left the Bonaventure Station for Ottawa, and the first train equipped with a continuous heating system by which all 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.

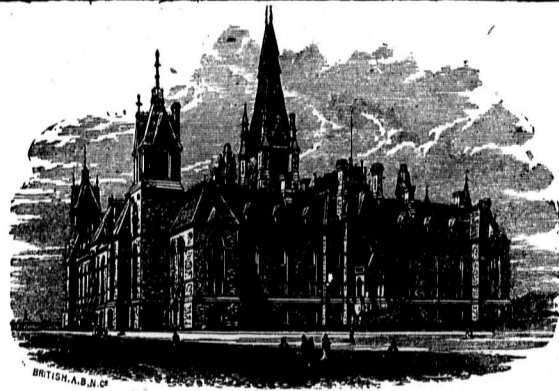
This Company have recently put on a through sleeping car service between Ottawa, Ont., and New York City, also through to Boston, being the only line running through cars from the capital of Canada to the great American metropolis without change. These cars are of the best and have all the latest improvements.

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 trol 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

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 what can be foraged from nature added to the stores taken by the sportsman, the latter will grow hardy and tough as an Indian, lie down at night on his fir strewn couch, and sleep the sleep of childhood. Leading such a life for a few weeks, he will be all the more ready to take his place among men, and the remembrance of his wanderings will cause him never to regret having visited Canada as a hunting ground. Canada is easy of access, its sport equals and surpasses any in Europe, is free to all, and for scenery and beauty of landscape, for the grandeur of its forests, the wild solitude of its mountains, and the placid waters of its inland lakes, it stands unrivalled in British America.

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 Brahmins 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.

**C. ROSS & CO.,
 DIRECT IMPORTERS
 THE LEADING DRY GOODS ESTABLISHMENT.**

Where you will see the Latest Fashions and Styles, not to be found elsewhere in Canada.

PIM BRO'S. IRISH POPLINS,
 BONET'S DRESS SILKS,
 BONET'S SILK VELVETS,
 BONET'S SILK PLUSHES
 Only House showing Bonet's Guaranteed Silks.

DRESS GOODS!

CHOICE SELECTIONS.
 SAXONY CLOTHS OF ALL STYLES, COLORS
 AND SHADES.

COMBINATION PATTERNS, SPECIAL DESIGNS
 TO ORDER FOR

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PARIS BONNETS,
 PARIS HATS,
 PARIS MANTLES.

London and New York Styles in Dress Laces, Dress Braided Sets, Beaded Trimmings, Kid Gloves, Children's Dresses, Ribbons and Hosiery.

The attractive feature of this season's importations will be the extraordinary diversity of styles and reasonableness of prices.

C. ROSS & CO.,

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EASY TERMS.—FAIR DEALING.

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London and New York Styles in Dress Laces, Dress Braided Sets, Beaded Trimmings, Kid Gloves, Children's Dresses, Ribbons and Hosiery.

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EASY TERMS.—FAIR DEALING.

W.F. COATES & CO.

68 BANK ST., OTTAWA.
PIANOS. - ORGANS.

**DURING THE
 EXHIBITION TIME**

We give the benefit to our customers and to strangers of a
Discount of 25 per cent.

Our Stock is very large at present, as we have bought a
\$75,000 BANKRUPT STOCK
 from the firm of ROTHSCHILD & CO., of Toronto. We are able to sell at 50 per cent. less than any other house in the City or in Canada.

THE STOCK CONSISTS OF
 WATCHES,
 CLOCKS,
 JEWELLERY,
 LOCKETS,
 BRACELETS,
 AND THOUSANDS OF OTHER ARTICLES.

Spectacles, 3 pairs for 25 cts. (Regular Price 25 cts. each)

We have also a large assortment of
FINE SPECS AND EYE GLASSES.

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.

N. MARKS & CO., - 65 Sparks St.

(ESTABLISHED 1862.)

W. G. PERLEY.

G. B. PATTEE.

PERLEY & PATTEE,

Pine Lumber Manufacturers,

CHAUDIERE SAW MILLS,

OTTAWA,

ONT.

G. H. PERLEY.

C. B. POWELL.

OTTAWA PAPER COMPANY,

WM. H. HOWELL, - - Manager.

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OTTAWA PAPER COMPANY,

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CARDBOARDS, ETC.

Mechanical Wood Pulp.

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BELL TELEPHONE 174 B.

C. S. SHAW & CO.

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China, Glass

CROCKERY,

LAMPS, CHANDELIERS,

PLATED WARE & CUTLERY.

THE LARGEST AND MOST COMPLETE STOCK
IN OTTAWA.Strangers visiting the City will do well to call, if
only to see display.Goods properly packed by competent hands and
shipped to any address without extra charge.**C. S. SHAW & CO.**

OTTAWA.

VISITORS to and Residents of the City of
Ottawa will find **STROUD BROS.** Stores
the Best and Cheapest place to buy their Teas
and Coffees.Goods properly packed by competent hands and
shipped to any address without extra charge.**C. S. SHAW & CO.**

OTTAWA.

VISITORS to and Residents of the City of
Ottawa will find **STROUD BROS.** Stores
the Best and Cheapest place to buy their Teas
and Coffees.**STROUD BROS.** are importing their Teas
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.
OTTAWA.

Also at MONTREAL, KINGSTON, BELLVILLE & TORONTO.

ROBINSON & CO.,
Seedsman and Florists

DEALERS IN.

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.

ALSO

Tinfoil, Twine, Bouquet Papers, Atomizers,
Lawn Dressing, Plant, Food Potting Soil,
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 DisplaysThe 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.**ATTRACTION 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 FAMILYConsisting 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.**THE KINGS OF THE AIR, LEVANIEN AND McCORMICK**In their soul-stirring, applause-creating act, entitled "**Zampillerosta-
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Alexander Zanfretta's COMIC PANTOMIMES, "The Fat Man's
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.

This CUT shows

the

Natural Shape

of the Foot.

Large variety of Imported

FOOTWEAR

ALWAYS IN STOCK.

GET BOOTS AND SHOES

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MASSON & CO'S

Boot and Shoe Store,

SPARKS ST., OTTAWA.

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DUNHAM
WEBER**PIANOS**

KARN

ORGANS

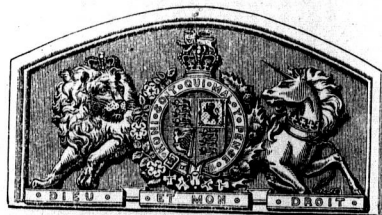
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Boot and Shoe Store,

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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.,**

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**PRITCHARD & ANDREWS,**
GENERAL ENGRAVERS, ETC.BRASS, STEEL, RUBBER, DATING, RAILROAD
AND NUMBERING STAMPS.
NOTARIAL AND SOCIETY SEALS.175 SPARKS STREET,
OTTAWA, ONT.

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

Table with 5 columns: NAMES, PROVINCES, POPULATION (1871, 1881). Lists cities like Montreal, Toronto, Quebec, Halifax, etc., with their respective population figures for 1871 and 1881.

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.

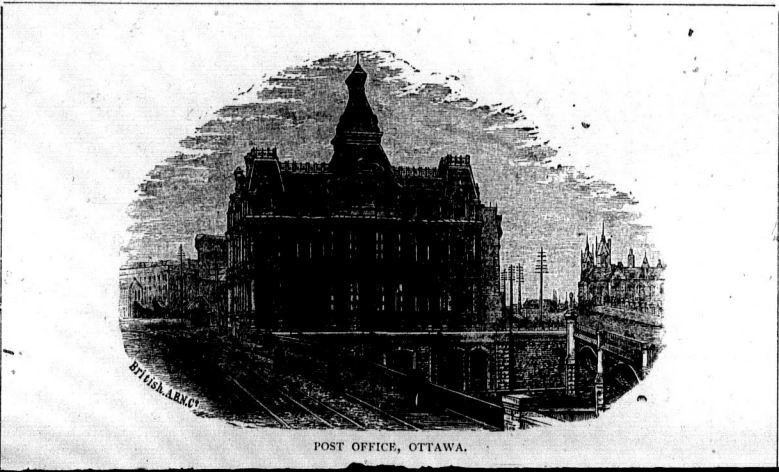
ONTARIO, NEW BRUNSWICK, AND NOVA SCOTIA.—New Year's Day; Good Friday; Queen's Birth Day; Dominion Day; Christmas Day. QUEBEC.—New Year's Day; Epiphany; Annunciation; Good Friday; Ascension; Corpus Christi; St. Peter's and St. Paul's; All Saints; Conception; Christmas Day; Queen's Birth Day; and Dominion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

Carrying Capacity of a Freight Car.

Table showing carrying capacity for various goods like Whiskey, Salt, Lime, Flour, Eggs, etc., with columns for item and weight/capacity.

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 3 1/2 square yards 1 inch thick, 4 1/2 square yards 3/4 inch thick, and 6 3/4 square yards 1/2 inch thick. One bushel of cement and 1 of sand will cover 2 1/2 square yards 1 inch thick, 3 square yards 3/4 inch thick, and 4 1/2 square yards 1/2 inch thick. Two thousand shingles, laid 4 inches to the weather, will cover 200 square feet of roof, and 10 1/2 pounds of four-penny nails will fasten them on.



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

Table listing the area in square miles for various provinces and territories: Prince Edward Island (2,133), Nova Scotia (20,907), New Brunswick (27,174), Quebec (188,688), Ontario (181,800), Manitoba (123,200), British Columbia (341,305), and 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 5 1/2 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 24 1/2 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.

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,

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

handling goods of any house in Eastern Ontario.

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

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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.

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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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Importers of Fancy and Staple

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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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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 6,710,000 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, railroad rolling stock—including locomotives—cotton, woolen, furniture, 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.

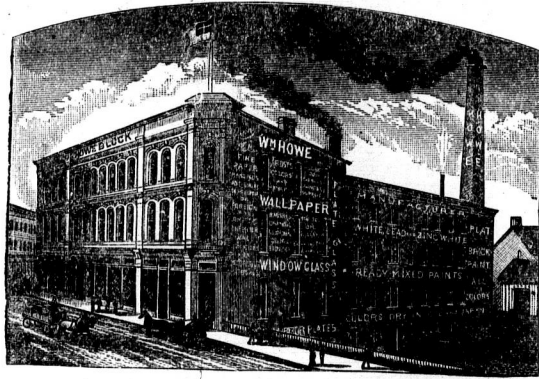
The schools of Quebec, like those of Ontario, are supported partly by local rates and partly by Provincial grants. In Quebec, however, these sources of income are supplemented by a monthly fee chargeable for every child between 7 and 14, capable of attending school. There are two classes of schools, 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 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 woolens, 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 haying 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.



HIS EXCELLENCY THE GOVERNOR GENERAL.

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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CANAL BASIN, OTTAWA.

QUARRY OWNERS AND MANUFACTURERS OF GRANITE AND MARBLE, have on hand the largest stock of Monuments in Canada, which they are offering at the lowest rates. They have also in stock a large assortment of

Mantel Pieces in Marble, Wood & Enamelled Slate

TOGETHER WITH TILED HEARTHES, GRATES, FENDERS, &c.

Marble Slabs, Screen Tops, &c., &c., and every description of work in Granite and Marble.

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The People's Photographers,

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FAMILY GROCER,

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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.

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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.

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PURE DRUGS AND CHEMICALS.

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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

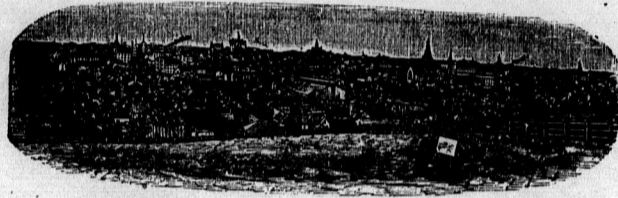
A beautifully situated city on the Grand river. Settled in 1836; incorporated as a city in 1887. Is on Grand Trunk Railway. Here the industries consist chiefly of cotton, woolen and flour mills, agricultural, engine and machine works, extensive shops of the G.T.R., foundries, potteries, and brick yards. 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.

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CLINTON

Situated 12 miles from Goderich, the county seat, on line of Grand Trunk Railway. Settled in 1831. Has several large mills, salt works and other industries. Express and telegraph offices. Mail daily. Population about 3,000. Distance from Toronto, 118 miles.

CORNWALL

A town of about 7,000 population; beautifully situated on the St. Lawrence River; on Grand Trunk Railway. It has paper, flour and woolen mills, pottery and several other industries. Telephone, telegraph and express facilities, and is a port of call for lake and river steamboats. Mail daily. Distance from Toronto, 265 1/2 miles; from Kingston, 67 1/2 miles.

DESERONTO

Is 136 miles from Toronto; situated on the Bay of Quinte—a line of railway of this name coming to a junction with Grand Trunk Railway three miles north. Settled in 1848. Has mills and other industries, shipyard and marine railway, etc. Population about 3,000.

DUNDAS

A manufacturing town, situated on the Desjardin Canal, 43 miles from Toronto. Was settled in 1801, and now has a population of about 4,500. Its principal manufactures include cotton and woolen mills, tool works, paper mills, implement works, bolt and screw works, axe and horseshoe works. Assessed valuation of real and personal property, \$1,026,000. It has all modern facilities of communication.

GALT

An incorporated town, in the County of Waterloo, Credit Valley line, C.P.R. Settled in 1816. It has flour, oatmeal and planing mills, foundries, knitting works, machine works, etc., etc.; a Mechanics Institute with a library of about 5,000 volumes. Assessed valuation of real estate and personal property about \$1,300,000. Population 6,000.

GANANOQUE

Is situated on the river of that name at its confluence with the "Great St. Lawrence," and on a branch road connecting with the Grand Trunk Railway 2 1/2 miles north, 32 miles from Brockville, the county seat. Settled in 1800. Is properly looked upon as a manufacturing centre, for which its grand water-powers affords every facility. The principal industrial establishments are agricultural implement works, rivet works, spring works, nail, hinge and hardware manufactories, woolen mills, etc. Population 3,000.

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.

PRESCOTT

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

the St. Lawrence, and, being joined by locks with the Rideau river, connects Kingston with Ottawa. Kingston is on the line of the Grand Trunk, and is connected with the Canada Pacific Railway to the north by the Kingston & Pembroke line.

Assessed valuation of real property about \$2,500,000. Population about 10,000.

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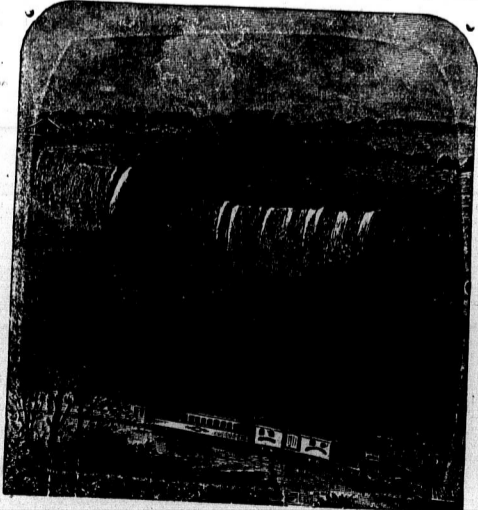
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Is the centre of what is known as the peninsula of Ontario, being the rich agricultural district between the Georgian Bay of Lake Huron, Lake Erie and Lake Ontario. Its population is . . . Like its mighty namesake, it possesses a St. Paul's Cathedral, a Black Friar's Bridge, a Strand, and Oxford Street and a River Thames. It is one of the most progressive and substantial cities in the Dominion.

MORRISBURG

Situated on St. Lawrence River, and on Grand Trunk Railway; 22 miles west of Cornwall, the county seat of Dundas. Settled in 1852. Has considerable exportation in grain, live stock, etc., as steamboats call regularly during navigation. Telegraph and express. Population about 2,000.



NIAGARA FALLS.

NAPANEE

Was settled in 1851. Situated on Napanee River and Grand Trunk Railway, Lennox County, and has saw mills, woolen mills, glass works and other industries. Has daily communication with Picton, Belleville and Deseronto during navigation. Telegraph, telephone and express communication. Population 4,000.

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

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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.

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Assessed valuation of real property about \$2,500,000. Population about 10,000.

its students many ideas heretofore overlooked. Assessed valuation of real and personal property about \$3,700,000.

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.

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.

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.

LONDON

Is the centre of what is known as the peninsula of Ontario, being the rich agricultural district between the Georgian Bay of Lake Huron, Lake Erie and Lake Ontario. Its population is . . . Like its mighty namesake, it possesses a St. Paul's Cathedral, a Black Friar's Bridge, a Strand, and Oxford Street and a River Thames. It is one of the most progressive and substantial cities in the Dominion.

MORRISBURG

Situated on St. Lawrence River, and on Grand Trunk Railway; 22 miles west of Cornwall, the county seat of Dundas. Settled in 1852. Has considerable exportation in grain, live stock, etc., as steamboats call regularly during navigation. Telegraph and express. Population about 2,000.

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.

WINDSOR.

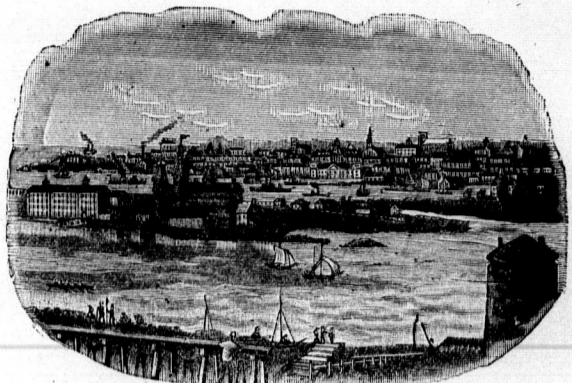
An important town on the bank of the Detroit river, directly opposite "Uncle Sam's" fine city of that name. It is on the western terminus of the Great Western Division of the Grand Trunk Railway. Settled in 1834. Assessed valuation of real and personal property about \$2,200,000. Population about 7,500.

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.

Size of Lakes and Seas.

Table listing various lakes and seas with columns for Name, Miles Long, Miles Wide, and Miles Area. Includes Superior, Michigan, Ontario, Champlain, Erie, Huron, Cayuga, George, Baikal, Great Slave, Winnipeg, Athabasca, Maracaybo, Great Bear, Ladoga, Constance, Geneva, Lake of the Woods, Mediterranean, Caribbean, China, Red Sea, Japan, Black, Caspian, Baltic, Okhotsk, White, and Aral.

The Greatest Rivers in the World.

Table listing major rivers with columns for Name, Rise, Discharge, and Miles. Includes Missouri, Mississippi, Amazon, Hoang-Ho, Murray, Obi, Nile, Yang-tse-Kia, Lena, Niger, St. Lawrence, Volga, and Maykiang.

Thirteen Choice Life-Maxims.

- 1. Affectation 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

Table comparing yields of various grains, vegetables, and fruits in pounds per acre. Columns include Crop Name, Yield (Lbs. per acre), and another Yield (Lbs. per acre). Includes Hops, Wheat, Barley, Oats, Peas, Beans, Plums, Cherries, Onions, Hay, Pears, Grass, Carrots, Potatoes, Apples, Turnips, Cinque foil grass, Vetches, Cabbages, Parsnips, and Mangel Wurzel.

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:

Table showing Ontario Crops with columns for Crops, Acres, Bushels, and Yield per acre. Includes Fall Wheat, Spring Wheat, Barley, Oats, Rye, Pease, and Hay and clover for the years 1888, 1887, and 1882-7.

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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The Greatest Rivers in the World.

Table listing major rivers with columns for Name, Rise, Discharge, and Miles. Includes Missouri, Mississippi, Amazon, Hoang-Ho, Murray, Obi, Nile, Yang-tse-Kia, Lena, Niger, St. Lawrence, Volga, and Maykiang.

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 milch 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:

Table showing remaining crops with columns for Crops, 1888, 1887, and 1882-7. Includes Corn, Buckwheat, Potatoes, Mangel-wurzels, Carrots, and Turnips.

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:—

Table showing immigration returns with columns for Via, July, and 7 mos. Includes Quebec, Halifax, N.S., St. John, N.B., Montreal, Suspension Bridge, Port Arthur, Emerson, Greta, Agencies from United States, and Customs entries.

Total. 11,196 51,519. The immigrant settlers for July, 1888, were 8,090, as against the 11,197 for July, 1888, 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. BOARD OF DIRECTORS. ANDREW ALLAN, President. ROBT. ANDERSON, Esq., Vice-President. 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, JOHN GAULT, General Manager, 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—61 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. 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



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 D'Angerous, 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

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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 chronicled in 1891. Visitors arriving by the river must notice the Custom House, a handsome triangular building of gray stone, upon the river front, with its apex pointing eastwards, and a clock upon the eastern tower. This marks a triangular piece of ground, which, in old days, was formed by a little stream falling there into the main river. Upon this spot, on the 18th of May, 1642, Paul de Chomedey, Sieur de Maisonneuve, laid the foundations of *Ville-Marie de Montreal*, and here was planted that grain of mustard seed which, in the words of the enthusiastic Vimont, would soon grow and overshadow the land. The story of the founding of Montreal is graphically told by Parkman:

"Maisonneuve sprang ashore, and fell on his knees. His followers imitated his example; and all joined their voices in enthusiastic songs of thanksgiving. Tents, baggage, arms and stores, were landed. An altar was raised on a pleasant spot near at hand; and Mademoiselle Mance, with Madame de la Peltrie, aided by her servant Charlotte Barre, decorated it with a taste which was the admiration of the beholders. Now all the company gathered before the shrine. Here stood Vimont in the rich vestments of his office. Here were the two ladies with their servant; Montaigny; no very willing spectator, and Maisonneuve, a warlike figure, erect and tall, his men clustering around him. They knelt in reverent silence as the Host was raised aloft; and, when the rite was over, the priest turned and addressed them—'You are a grain of mustard seed, that shall rise and grow till its branches overshadow the earth. You are few, but your work is the work of God. His smile is on you, and your children shall fill the land.'"

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

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 Papezou 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 comes 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 Montmartre; seven pretty lakes are concealed in the recesses of the mountain. Next is Belœil 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.

years ago the prairie between the St. Lawrence and the Richelieu was very productive wheat land, but continual crops have run it out, and it now awaits the steam plough, the high farming, and the capital, which alone can draw out its capabilities.

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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

A. RAMSAY & SON, MONTREAL.

Manufacturers of Dry Colours, Leads, Paints and Varnishes.

OFFICE and WAREHOUSE - - - - 37-41 Recollet St. ST. LAWRENCE WHITE LEAD and

COLOR WORKS - - - - 10-22 Inspector St. & College St.

VARNISH FACTORY - - - - 106 William St.

PLATE GLASS & MIRROR SILVERING WORKS - Inspector St.

BOHEMIAN STAINED GLASS WORKS - - - Inspector St.

SPECIALTIES.

- Ramsay's Russian Pure Lead.
- Ramsay's Concentrated Double Body Zinc—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

WATER-COLOURED 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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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.

(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.

Wolf's victory, on the Plains of Abraham, resulted in the surrender of Quebec, but it was not until September of the following year, 1760, that the French power in Canada was finally broken by the surrender of Montreal. On the same day the army of General Amherst from the English colonies, and of General Murray from Quebec, arrived before the walls. The city was not prepared for defence and de Vaudreuil had no adequate force for resistance. The long struggle was over, and the white flag of France went down before the fortune of the English race. It was a dear conquest for England, because the colonists, freed from all apprehension, became restive, and the English, proud of their victories, became more arrogant; so it happened that only sixteen years later British troops were, in their turn, surrendered at Chambly and St. John. The British Governor escaped down the river to Quebec, and the Montaguers once more surrendered their city, but this time to Montgomery, commanding the army of the revolted colonists. During the winter of 1776-7 the city was occupied by the troops of the Continental Congress, and the astute and plausible Franklin practised his persuasive powers in vain to induce the Canadians to join the revolt. In the spring of 1777 the advance of the British troops from Quebec compelled the invaders to

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 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 Chambly 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.
ESTABLISHED 1850

HARDWARE, STOVES, IRON RAILING & CO.

- 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.

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).

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, Bevil, 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.

The Canadian Pacific Railway

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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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

These cars accompany all trans continental trains, and are managed directly by the Railway Company, which seeks, as with its hotels and sleeping cars, to provide every comfort and luxury without regard to cost—looking to the general profit of the railway rather than to the immediate returns from these branches of its service. The Canadian Pacific Railway Company offer for sale some of the finest agricultural lands in Manitoba and the North-West. The lands belonging to the Company in each Township within the railway belt, which extends twenty-four miles from each side of the main line, will be disposed of at prices ranging

FROM \$2.50 PER ACRE UPWARDS.

Detailed Prices of Lands Can be Obtained from the Land Commission 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...

Her people have been at all times abreast of the times; her tax-payers have been open-handed and generous...



TORONTO, PROVINCE OF ONTARIO, IN 1834.

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...

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...

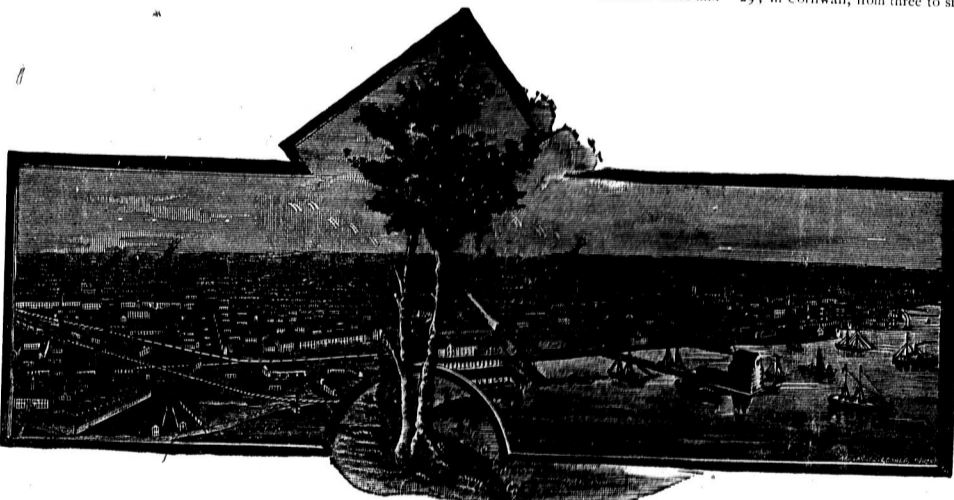
assessment reports in connection with the decadal census returns, the population increased as follows:-

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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...



TORONTO, PROVINCE OF ONTARIO, IN 1887.

more supplied by Canadians, and now they are exporting to the country whence they formerly imported.

In the manufacture of musical instruments, extremely limited before the protective tariff came into force, that industry has developed greatly beyond the expectations of those engaged in it.

The tariff of 1879 appears not only to have largely increased the output of the old factories, but has encouraged the manufacture of many

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...

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.

Table I: Comparison of manufacturing statistics for various cities 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...

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...

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Table with 6 columns: Year, No. of Factories, No. of Hands, Yearly Wages, Value of Products, Capital Invested. Shows growth from 1878 to 1884.

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...

Table II: Summary of manufacturing statistics for 1878, 1884, and increase from 1878 to 1884. Columns include Year, No. of Factories, No. of Hands, Yearly Wages, Value of Products, and Capital.

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.

The results of the protective policy upon the industrial arts of Canada, here briefly referred to, have been shown in a similar manner, and on a larger scale, in all the great manufacturing states of Europe and in the United States.

other articles were prohibited; the exportation of wool was also prohibited. As the result of this policy, in the time of James I (1603), woolen 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 woolen 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 8½ 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 woolen trade was stated by Horace Greeley to have been: 1st. An increase in the annual production of wool and extension of woolen manufactures. 2nd. A great increase paid for labour in the woolen industry. 3rd. A decided improvement in the quality and finish of woolen fabrics. 4th. The average prices of substantial, serviceable woolen fabrics were lower in 1869 (two years after the last tariff) than they were ten years before.

That the woolen 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 \$29,000,000 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 \$407.04 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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In 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 \$570,500 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 woolen 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 Wage.	Value of Products.	Capital Invested.
1878.....	1,034	74,925	\$5,690,000	\$15,837,000	\$11,659,000
1887.....	7,410	31,813	7,484,000	25,903,000	18,868,000
Increase.....	378	6,888	\$1,825,000	\$9,770,000	\$7,209,000

TABLE IV.—NOVA SCOTIA COAL SALES IN TONS.

Year	Total Sales.	To Neighbouring Provinces.	Home Consumption.	To Quebec.	To New Brunswick.	To Prince Edward Island.	To Newfoundland.
1868	553,000	102,000	117,000	83,000	115,000	41,000	61,000
1879	693,000	308,000	279,000	83,000	180,000	50,000	82,000
1884	1,519,000	970,000	469,000	550,000	180,000	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-

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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.....	2,204,000 tons.	2,659,000 tons.
British.....	1,982,000 "	2,304,000 "
Canadian.....	1,070,000 "	2,288,000 "
United States.....	791,000 "	1,102,000 "
Other.....		

IMPORTS

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

DUTABLE.

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

WOOLLEN 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.

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.

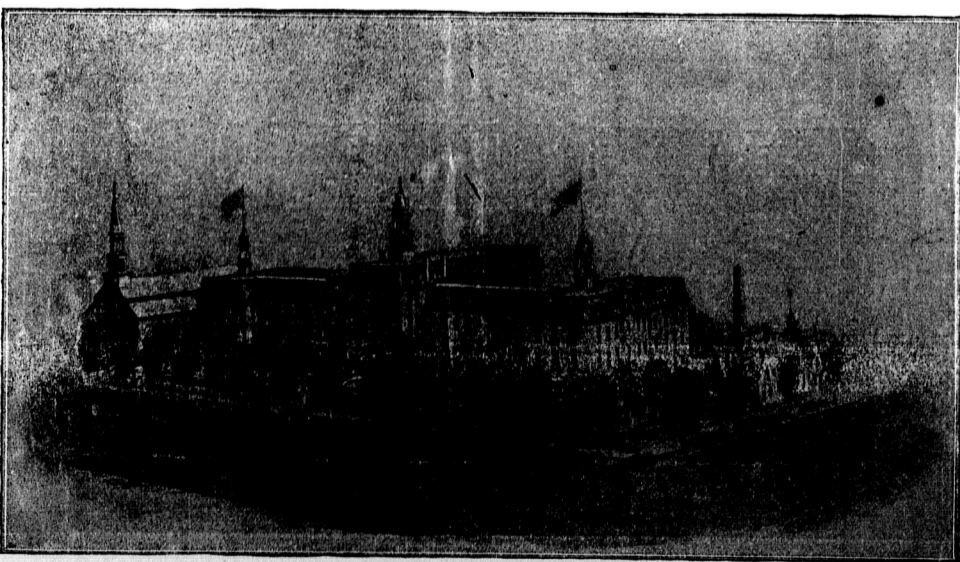
	Letters Sent by Post Offices.	Postal Revenues.
1868.....	18,100,000	\$1,024,000
1878.....	50,840,000	1,620,000
1887.....	96,656,000	2,603,000

NO. OF POST OFFICES.

	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	3,638	1,053,000
1878.....	6,143	5,378	2,110,000
1887.....	12,292	7,534	3,458,000



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.

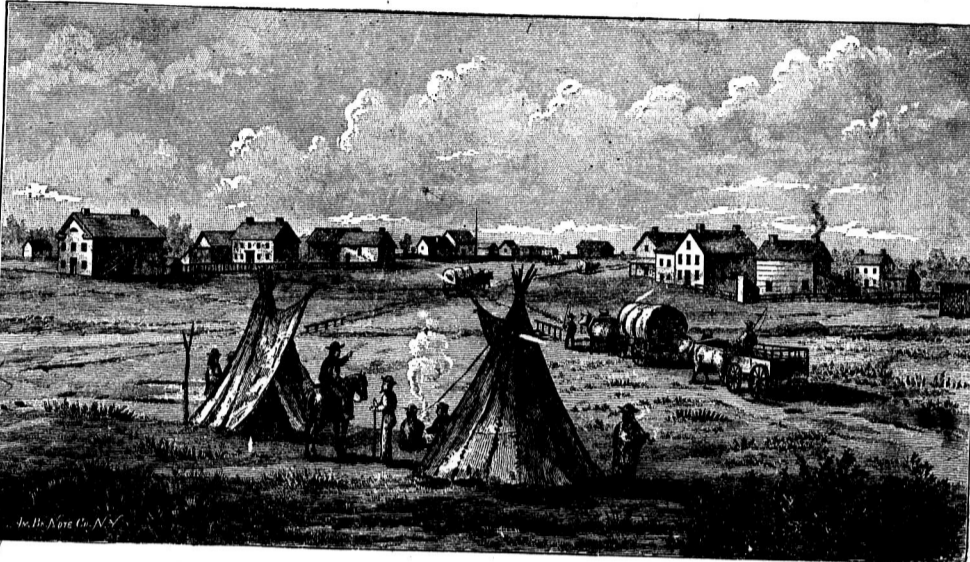
The territories west of Manitoba are Assiniboia, Saskatchewan, Alberta, and Athabasca, and although more recently laid out for settlement than Manitoba, they are rapidly attracting settlers. The climate in winter moderates further westward compared with the latter province, and consequently cattle-raising 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

east. 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 south-eastern terminus and headquarters of the Manitoba and Northwestern Railway which will soon be open to 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.

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



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WINNIPEG IN 1884.

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-

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.

Winnipeg. Regina is not only the capital of the North-West Territories, but it is the metropolis of the North-West Territories. It is the headquarters of that fine body of men, the North-West 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,

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.

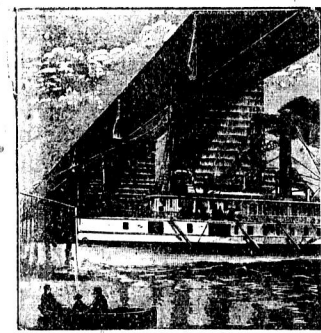


FROM THE CITADEL, QUEBEC.



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 staff of officials and employees—the Grand Trunk is the safest road on the continent. Accidents seldom happen on this well-managed road, and the percentage of lives lost and limbs injured, compared with the enormous number of passengers carried each year, is wonderfully low. Nor is safety the only good characteristic of the management of the road. The rolling stock is of the best, the passenger coaches, drawing-room cars and sleeping cars, are superb, and the trammies painstaking, obliging and constant in their endeavours to make each passenger comfortable.

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, Cobourg, 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, London, Chatham, Detroit and Chicago. In short, the Grand Trunk Railway is the international artery between Canada and the United States.



VICTORIA BRIDGE, MONTREAL.

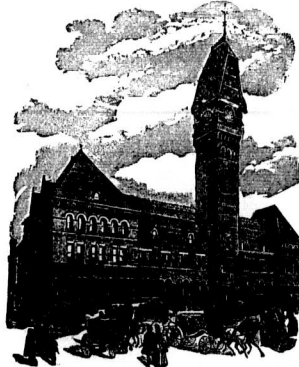
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WOLF'S COVE, QUEBEC.

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.

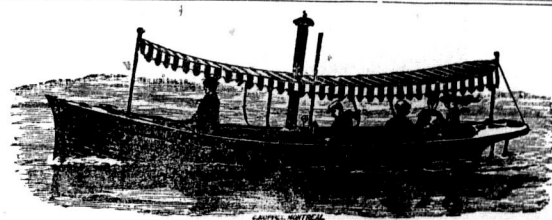
In the case of firms there must be attached the actual signatures of the full name, the nature of the occupation and residence of each member of the same, and further, a *bank deposit receipt* for the sum of \$6,000 must accompany the tender for the Galops Canal Works, and a *bank deposit receipt* for 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—Unlimited 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.

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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.

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.

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 LICENSES.

Leases of Grazing Licenses may be obtained for a period not exceeding twenty-one months. 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	"	Manitowish, "
W. M. Hilliard	Little Saskatchewan	"	"
Wan	"	"	"
W. G. Pentland	Birle	"	Birle, "
E. Clement Smith	Souris	"	Brandon, "
J. Fleisher, Acting	Turtle Mountain	"	Deloraine, "
W. H. Stevenson	Qu'Appelle	"	Regina, Assiniboia, "
John McTaggart	Prince Albert	"	N.W.T., "
		"	Pr. Albert, Saskatchewan, "
J. J. McHugh	Coteau	"	Coteau, Assiniboia, "
Edward A. Nash	Battleford	"	N.W.T., "
		"	Battleford, Saskatchewan, "
Amos Rowe	Calgary	"	N.W.T., "
P. 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. Goulin	Calgary	"	Calgary, N.W.T., "
D. J. Waggoner	Prince Albert	"	Pr. Albert, Saskatchewan, "

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