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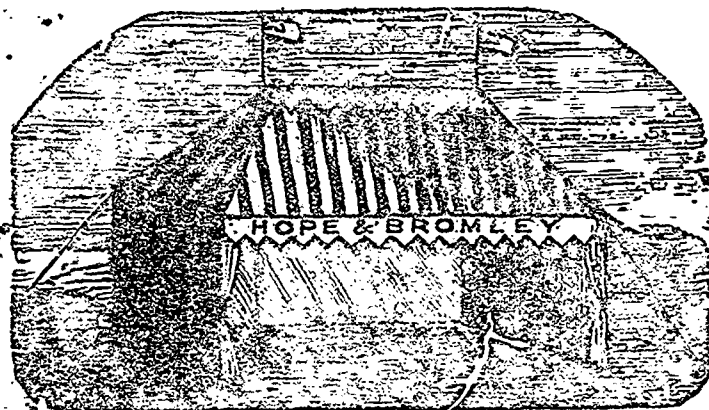
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MANITOBA  
AND THE  
GREAT NORTH-WEST.  
THE TRADE REVIEW  
DEVOTED TO  
TRADE, COMMERCE AND IMMIGRATION  
IN  
MANITOBA AND THE NORTH WEST.  
REAL ESTATE AND MINING NEWS.  
PRICE. 10 CENTS.

SEPTEMBER 1881. PUBLISHED BY HENDERSON, MAIN & CO., WINNIPEG, MAN.

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# THE TRADE REVIEW.

Vol. I.

WINNIPEG, MANITOBA, SEPTEMBER 1881.

No. 7

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Money to loan on good landed security.

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James J. White, Prop.

**FINEST BILLIARD ROOM and BAR.**

Every accommodation for travellers.

## SETTLEMENT IN MANITOBA.

The superior character of the immigration pouring into Manitoba and the North-West for years past has been a frequent subject of favorable comment on the part of our visitors, and we are glad to see that Principal Grant has proved no exception in this respect. He also notices the great public improvements in progress, paying special attention to our great national railway undertaking, of which he speaks with warmth. From this and other quarters, says the *London Free Press*, "we learn that the road is pushed forward with unexampled activity. The central section through a great part of its course presents but little difficulty of an engineering kind, and from the number of hands employed, and the zeal and enterprise of the Syndicate, a comparatively short time will see the line at the foot of the Rocky Mountains. This is not any more encouraging than the fact the country will become studded with villages and homesteads and cultivated farms as fast as the road progresses. The rush for the acquisition of lands is wonderful, and evidently this is only beginning, and the Canadian North-West is not yet the rage it is destined to become ere many seasons have passed. As far as the settlement has gone, the country may well be proud of the character of the people who have rushed in to secure and occupy the lands. On this point Professor Grant assures us that no other country has ever been settled with a class of pioneers so wealthy, intelligent and enterprising as those who are now making their homes in the North-West. Such men as these will not be content without the usual auxiliaries to civilization and refinement, to which they have been accustomed in the homes they left behind them; and, therefore, churches, schools and municipal institutions will follow in the wake of settlement. It is equally encouraging to find that the country seems to realize all the expectations of those who have been most sanguine, and who have taken the most active measures for the opening up and settlement of these vast fertile sections."—*The Times*.

## ROCK LAKE NOTES.

(From the *Rock Lake Herald*.)

Wm. Baker, of Crediton, Ont., has purchased considerable land in the vicinity of Crystal City.

Stewart Bros., of 1-12, threshed on Monday. Their outs averaged 42 lbs. to the bushel. How is that for yield? Next.

Fourteen covered carts passed through town on Monday. They belonged to half-breeds who were going West to settle.

We understand there will be a semi-weekly mail established between Mountain City and here sometime during the coming fall. This is a step in the right direction, and will prove a great boon to the settlers.

Sportsmen from Rock Lake report the fishing A 1. The *Mountaineer* says the editor of that paper and some more Nelson-villenes will be back to try his luck shortly. Come right along, old man. We'll show you where the "good holes" are to be found.

## M. HUGHES,

Dealer in

## FURNITURE,

Picture Frames, Mouldings,  
Window Cornices, &c.,

Undertaking a Specialty!

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THIBAUDEAU BROS. & CO.,

LONDON, ENG.

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According to our circular to the trade of this Province and the North-West Territories, dated 15th March last, our branch House in Winnipeg is now open, and the stock complete in every line and ready for inspection.

As we propose continuing here the same principles of a strictly wholesale business to which our older houses have adhered for many years, we feel assured of being able to make it advantageous to jobbers and dealers generally to call and see our stock before placing their orders.

# THIBAUDEAU BROS. & CO.

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**THE**  
**MANITOBA DIRECTORY**  
**FOR**  
**1882,**

**ENLARGED and IMPROVED,**

**Including the Newly added Territory,**

**WILL BE PUBLISHED EARLY IN JANUARY, 1882.**

And will contain not only the names of the different residents in the several Cities, Towns and Villages, but will include all reports connected with the trade of the Province, the growth of the Towns and harvest returns, together with an amount of details carefully collected, not to be found in any other publication, and of such a reliable nature as to prove invaluable to Politicians, Students and intending Settlers.

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**WINNIPEG, MANITOBA.**

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**WINNIPEG, Man.**

### AGRICULTURAL STATISTICS FOR THE COUNTRY SURROUNDING THE PORTAGE.

The following list of agricultural implements, sold only to the farmers by dealers in the Portage, will give you an idea of what a demand there is for improved machinery: Self-binders, 116; reapers, 151; mowers, 225; seeders, 130; sulky rakes, 165; plows, 1,154; harrows, 377; steam engines, 9; separators (threshing machines), 11; wagons, 411. All the farmers have the most approved machinery for breaking the land and harvesting the crops. The hay in hay bays runs as high as an average of five tons per acre, but the general average is two and a half tons per acre. The following figures are taken from a tract of land lying east, west and north of Portage la Prairie, in the county of Marquette. It extends five miles east, over ten miles west, and five miles north of the town, and embraces an area of 48,000 square acres. Total number of acres under cultivation, 18,818, divided as follows: Wheat, 12,053; oats, 5,866; barley, 399; potatoes, 255; timothy, 255. Average of bushels per acre: Wheat, 35; oats, 55; barley, 30; potatoes, 300; hay, 2½ tons per acre—total amount in tons of hay, 12,750. Some farmers in this vicinity have crops which will average per acre—wheat, 40 bushels; oats, 60 bushels. The barley harvest began the latter end of July, oats on 5th August, wheat on 10th. The harvest will be well over by the end of the first week in September. Potatoes will be ready to dig the middle of September. The hay turned out very good, and was saved in good condition. The wheat and oats are stacked on the fields, and left there until threshing time, which is shortly after harvest. The straw is burnt. Manure, on account of the richness of the soil, is a nuisance, and is disposed of by being thrown into sloughs and pond holes. The land in this vicinity is very level, and is drained by numerous sloughs, emptying into the Assiniboine River and Lake Manitoba. The settlement is old, some farms have had crops raised on them for twenty successive years, without showing signs of exhaustion. Splendid water is obtained wherever wells are dug. Wood is plentiful along the river, both oak and different varieties of soft wood. Wild berries, plums, cherries and grapes grow here in profusion.

#### NELSONVILLE NOTES.

The cranberry crop is good, and large quantities are being gathered. Abundance of wild fruit this year.

Prairie chickens and wild ducks are common articles of diet here just now. Nelsonville people live high.

The creek here has stopped running for the first time in three years. However, there is no scarcity of water in wells.

Immense quantities of wild plums have been gathered during the past week, and still waggon loads of them remain unpicked. They have been selling here at fifty cents a pail.

The threshing machine men are busily repairing and refitting. Some of them have already commenced active operations, and others are rapidly falling into line. Soon the empty granaries will be full once more.

Owing to the continued dry weather water is becoming deplorably scarce on the prairie east of here. Many settlers have to freight their supply three or four miles, and even then the quantity is limited. Probably

deeper wells would remedy the evil. Few of the existing wells are more than twelve or fifteen feet deep.

The past week has been a busy one with our farmers, and thousands of bushels of superb grain have been safely stowed away in stacks. The bountiful crops are now, for the most part, safe, although odd fields here and there are yet in stock. Three or four days more will finish it up almost to the hilt sheaf. But it is not too early to congratulate the farmers of South-western Manitoba on the safe harvesting of the finest grain crop they have ever been favored with.—*The Mountaineer*.

If anyone who is an unbeliever in the future greatness of the prairie province will just arrange matters so that he can take a drive, say starting from Emerson on the Red River, and go westward to Turtle Mountains, and as much further beyond, and note as he proceeds the many evidences of improvement which continually meet the eye; if this does not shake his unbelief, we would feel almost like giving him up. We would ask such as they pass along to pay especial attention to that portion west of the Pembina river, which now comprises Rock Lake country. Note its fine farms with their waving fields of luxuriant grain, its substantial and comfortable residences. Visit our thriving villages, and remember that but a little over two years ago this was one vast plain without a speck of improvement. Such a trip is a most desirable one to take, especially at this season of the year, and cannot fail to impress one favorably, and show the rapidity with which things are done on these prairies as compared with the regions where men have to hew homes for themselves and families out of the dense forest. To such prospectors we would say we will take pride in showing you what we are doing.—*Rock Lake Herald*

#### EFFECT OF WINTER WEATHER ON CATTLE.

It has frequently been contended that the severe cold of the winter in Manitoba is injurious to stock. It has been ascertained, however, that, owing to the dryness of the atmosphere, the cold is not so acutely felt as in milder climates, where the air is damper. The following is the experience of some of our farmers in this respect. It is to be observed that careful management of stock during the winter months is recommended:

Haywood Swain, Morris. Cattle do no suffer more than in other parts of Canada.

Geo. Cadman, High Bluff. The winter is not severe on animals.

W. Jackson, High Bluff. I have had no trouble in wintering my cattle.

Robt. E. Mitchell, Cook's Creek. If animals are properly cared for they do not suffer from cold.

Jas. Stewart, Meadow Lea. Cattle thrive well in winter.

Jas. Airth, Stonewall. Animals do well in winter.

Geo. Taylor, Poplar Point. Cattle stand the winter well, if they are well attended to.

Jno. Brydon, Portage la Prairie. If animals are cared for and fed regularly they do well.

Simon Ballantyne, West Lynne. Although last winter was exceptionally cold, stock wintered well.

Jno. Geddes, Kildonan. Cattle thrive well in winter, if regularly fed.

#### HEALTHFULNESS OF MANITOBA CLIMATE.

Out of 147 statements from farmers throughout the Province in regard to the healthfulness of the climate of Manitoba not one is adverse. One or two cases of rheumatism, one of scarlet fever and occasional colds are all the cases of sickness mentioned in these statements. The following are given as samples:

S. C. Hugginson, Oakland. There has not been one case of sickness in my family during six years.

James Sturton, Nelsonville. I moved here for my family's health, and there has been no sickness since we came.

Jno. Ferguson, High Bluff. I consider Manitoba very healthy; no ague and scarcely any pulmonary disease being known.

Alex. P. Stevenson, Nelsonville. I have been seven years here without sickness.

A. V. Beckstedt, Emerson. I have never had any sickness in Manitoba, and have gained 25 lbs. in weight.

#### SUMMER FROSTS.

At one time in the recent history of this country it was contended that the maturing of the crops would often be difficult, if not impossible, in certain districts, owing to the frequency of what are known as "summer frosts." This idea, however, has proved to be without foundation except in the imaginations of those who propounded it. On the most careful enquiry it has been ascertained that with the exception of sparse instances of late vegetables having suffered, the crops have been wholly free from damage by this cause. It is desirable however, that spring seeding should be undertaken at the earliest possible day. In order to give newcomers an idea of the proper time for seeding, the experience of a number of our farmers will be given in a subsequent portion of this report. Some farmers quote instances of slight frosts in June and August, but in no instance sufficient to cause injury to the crops. In some cases where seed was sown very late in the spring, fall frosts have caused slight damage, nothing of a serious nature.

#### STORMS.

Whilst we constantly hear of the prevalence of storms east and south of us, it is most satisfactory and remarkable to observe the few cases reported of crops injured in Manitoba from this cause. Of 150 statements from individuals widely apart, throughout the Province, only eleven give instances of slight injury to crops from the visitation of storms. Experience is rapidly attesting the truth of the statement that the Territories of British North America afford, perhaps, the best wheat-producing land in the world—due not only to the superior fertility and adaptability of soil, but also to the climatic conditions on which the satisfactory harvesting of the crop depends.

#### KEEPING CATTLE IN WINTER.

A number of our farmers allow their cattle to remain in the open air in the day time during the winter unless the weather is stormy, but they invariably stable them at night. Others stable them day and night. It is a question whether it is better to allow the cattle to run during the day or keep them closed up in the stable, but from the reports received on this subject it seems to be the general opinion that it is beneficial to allow animals to run out during a part of the day unless the cold is very severe or the weather stormy. As it may be of service to know how our farmers winter their cattle, a few instances are given.



Benjamin Hartley, St. Charles. I feed my cattle on native hay during winter, and give chopped feed or bran before the spring.

W. Jackson, High Bluff. Stable my cattle at night. Allow them to run about in the day.

S. C. Higginson, Oakland. I winter my cattle in much the same way as Ontario.

#### A FEW FACTS ABOUT DAKOTA.

FROM MR. R. H. GRAHAM.

The following letter which a subscriber has handed us for publication is a valuable communication, for it gives in a plain straight-forward manner a few facts about Dakota, which are not mentioned in the numerous pamphlets published about that delightful region where there is so much liberty and license. If a few more of those poor deluded beings who have been allured to ultimate destruction would but muster up sufficient moral courage to tell the true state of affairs that exist in these Western States, many a good British subject might be saved from an early death, brought on by sorrow and disappointment.

The tendency to ingenious rascality which has ever been a characteristic of a certain class of United States citizens, and the ready willingness evinced by the Government to legalize fraud, are fully exemplified in the gigantic proportions that land-jumping has assumed, so that this sort of business may be considered as one of those free institutions, to which they point with so much pride as not to be found outside the shadow of the protecting wings of that noble Republican bird, the great spread-eagle.

#### Copy.

GRAND FORKS, DAKOTA, 4th June, 1881.

DEAR SIR,

I left your party on Mr. Taylor's train at Crookson, regardless of your warnings, because I wanted to see what Dakota was, and I had made up my mind that what I had heard was correct, having placed some reliance on the reports that I had heard from different agents connected with the R. R. Cos., and reports in the papers, but, when going there, I was determined to hold to my allegiance to my Queen and country, come what may.

When I arrived at Grand Forks I met several friends who told me that I must take out my citizens papers before taking up a homestead. On enquiry at the land office I discovered that the papers meant to swear allegiance to the United States against all other powers, and the Queen of Great Britain and Ireland in particular, which I promptly told them I would not do, when the agent informed me that I could not acquire a homestead without taking it. I was also positively informed by parties I knew that from 500 to 1,000 claims were jumped during the floods this spring, and that these floods were an annual occurrence.

I met a friend of Mr. McCallum's of Perth, Ont., who informed me that during the floods twenty homesteaders took refuge in his house for three weeks, as it was impossible for them to live in their own, and that, while they were there, fifteen of their claims were jumped. To explain what I mean by jumping, I will give you the following account of one case:

Mr. James Campbell, of Carleton, Ont. with whom I am well acquainted, took his claim up in 1879, and conformed to all the rules demanded by law: he erected good buildings, consisting of a house, stable and barns, and had sixty acres under crop last year, and had arranged to break up more

this season. But, unfortunately, he was taken ill with erysipelas, and obliged to go to the hospital at Grand Forks; while there, a party jumped his claim, and is now in legal possession, notwithstanding the fact that his oats, hay, implements and household furniture were on the place.

There are a great many cases that I shall tell you of when I next have the pleasure of meeting you, which I have not space to mention here with regard to the floods in this territory, and that have not found their way into print. Mr. Williams from Trenton, Ont., told me that one-third of the cultivated land could not be sown this year on account of being flooded.

My friend, Mr. Allen, who accompanied me to this wretched and much misrepresented place, desires me to state that he has had enough of it, and will go with me to Winnipeg, as would many other English, Scotch, Irish and Canadian dupes of a system of lies if they only had the means to do so.

Believe me to be yours truly,

ROBERT HENRY GRAHAM,  
Of Hawthorn, Carlton Co., Ont.

We have been induced to republish the above through the comments which have been passed upon this letter by certain of the newspapers of which Dakota can boast, who have contented themselves with calling Mr. Graham an ass, a fool, etc., for not taking out his papers, as that was only a matter of form, but they do not challenge any one of the allegations contained in the letter, so we may infer that the real state of affairs is even worse.

#### EMIGRATION AND POPULATION.

The following letters addressed to the editor of the Wolverhampton, Surrey, *Express*, appears in the issue of that paper on the 6th ult:

Sir,—The parliamentary report of the census for 1881, just published, leads people to think what is to become of the increasing over-population. In 1871 the census showed the population to be 31,845,379. In April, 1881, the returns show that 35,246,562 is the present population of Great Britain, being an increase 3,401,183 in the last ten years. Now, as the area of Great Britain cannot be enlarged, what can be done with the increase of population to which probably the next decade will add another three and a half millions to the thirty-five and a half millions, notwithstanding the yearly loss by death and emigration? Compare the number of persons living on the square mile in England and her colonies. England, with her 121,115 square miles, gives 440 persons to the square mile. London has 32,326 returned to the square mile. One of the English colonies—Canada—only ten days' sail from Liverpool, has 3,620,000 square miles, and can give to each of her present population, man, woman and child one square mile less one-sixth. Another colony, Australia, has 3,181,344 square miles, and 2,800,000 population; but this colony is four times further off than Canada, which, by the purchase of new north-west territories, is offering millions of acres of rich, fertile, inexhaustible soil free to *bona fide* settlers, such as tenant farmers, agricultural laborers, and others understanding a little of farming, which is not difficult to learn on prairie land. To these lands in the North-West, and the cheap farms to be bought in the Province of Ontario, the tenant farmer and others now struggling against high rents, low average of crops, the ruinous competition of foreign

grain, owing to the cheapness of the lands mentioned, should turn their attention before they exhaust all their means in a hopeless competition.

Geo. H. Wyatt.

Oaklands, Surrey.

WINNIPEG, Aug. 30, 1881.

Editor MANITOBA AND NORTH  
WEST TRADE REVIEW.

DEAR SIR,—I wish to let my compatriots in the East know that I am in Winnipeg, and that I arrived here on the 6th of May, 1881, and that my only regret is that I had not arrived two years earlier, for I see that I have missed many chances in procuring lands that others have made profit out of far beyond any one's expectation through the big crops they have got. I know I am two years too late, but those who follow will say the same, for the sooner here the better.

I know that the poor people in the East who want to make a good living should come here now and get a hundred per cent. on their labor. It would be a lasting blessing for their wives and their children, for they could get a good home for themselves by going out West, and not be very far from a railroad. There is a deep black clayey loam in this country, with good grazing for cattle, and a man who can work can get work in any part of this country for big wages. If they have a trade they can get three times what they will get in the East, for in places where there is only wild grass now, in a year or two there will be villages growing up, I may say cities.

If the poor people of Quebec and Ontario will only take my advice, if a man has enough to sell to bring him here come and he is all right, for he can get work right away and get good pay. If he has money he is so much better off; there cannot be too many men; all can make much more than they can East.

I have lived in the States and in different parts of Canada, but do not know any country like this for a poor man who is willing to work to get on, for wages are good. A large number of my friends have come from the States, and none of them would go back, as they can make twice as much here. I hope you will do all you can to bring our Canadians from the States, as this is a better country for the poor man.

Yours truly,

JOSEPH LALONDE,  
Late of Cedars, Que.

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Real Estate Brokers and Financial Agents,  
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NOTICE.

This is the only trade journal published in the North-West, and, having an immense circulation affords a valuable advertising medium. Besides our subscription list we mail the balance of our circulation throughout the other Provinces, and to all the important towns throughout Europe.  
NOTE—Advertisers will please note this.

*Harper's Weekly*, a journal published as it is in the United States, can hardly be expected to favor Manitoba before the Western States, is, nevertheless, obliged to acknowledge that, while the wheat return of Manitoba is on the average (and a small average at that) 23 bushels to the acre, that of their own Western States does not exceed 17 bushels in Minnesota, and falls in every State until it reaches 3½ in Arkansas. Not content with this honest admission, they go on to say that the wheat grown in that hitherto almost unknown fertile belt of the Great Canadian North West is very much superior as a flour producer, a statement fully borne out by Mr. W. W. Ogilvy of Montreal, who says that the stony nature of this northern wheat makes it the most valuable of any grown on this continent for milling purposes.

With such facts placed before intelligent men, it would seem incredible that any could be found to select a home in the neighboring Republic, when hundreds of thousands of acres of vastly better land can be obtained for the asking under the flag of their fathers, and governed by the freest of all constitutional administrations, where taxes are nominal, and freedom to life and property is assured.

Let us try and discover some of the reasons that are assumed, and endeavor to place them in their true light.

The first offered to our fellow Canadians is, that land can be had on or near a railroad in any of these Western States with what to some may be an inducement, that they will be clear of all the many little debts that they may leave unpaid

in the part of the country they would wish to quit; besides, they are offered a considerable reduction on railroad fare.

The real state of the case they will find to their cost to be that, although in truth they got cheap fare, they may and generally do find that they not only have demanded of them an oath most distasteful to them, but that any land upon which they could settle is from twenty to forty miles from a station; that although the land appears good, they have no end of difficulty in securing water, to say nothing of an entire absence of fuel, besides the mortification of seeing all their little savings swallowed up in the exorbitant prices demanded for provisions and other necessities.

They are not told that during the last winter very many settlers had to burn their furniture, and in some cases two families joined together under one roof while the other house was used as fuel to keep them warm. These experiences, like those of the settlers at Eadon, can only be learned by bitter personal experience.

The manner of procuring their homestead is so disguised as to appear very cheap, whereas the terms are by far more exacting, the cash payments being in all more than double, and the time of actual settlement two years longer, with a constant risk of losing all their improvements by a short absence from their homestead, whether caused by illness or pressing business, as is clearly shown in a letter from Robert H. Graham of Hawthorn, Carlton Co., Ont., and to be found elsewhere.

With regard to the possession of land, if they consult the provisions made either by our Government or by the gentlemen directing the Syndicate, they will have no difficulty in deciding that the offer is vastly better, if viewed only from a money-making point, as in the one case the settler is called upon to pay less for his homestead, which is exempted from all claim for previous debts, and remain a shorter time on it, with sufficient absence allowed each year to enable him to transact any business he may have to look after without any danger of being "jumped."

The railroad lands which the Syndicate offer for sale are in no case very far from the road, and can be selected by the settler himself, and will prove not only much cheaper, as there is a large rebate offered, but are, owing to the liberal terms of payment required, placed within the reach of any man with small means.

These, to say nothing of the Hudson Bay reserves, which could, if desired, be brought right out as a permanent investment, open a field for either actual settlement or speculation not to be found in

any other country in the world, where, owing to its natural position, there is an abundance of rain in the summer with an ample supply of water diffused all over the country to supply man and beast.

The fuel demand is met by wood and coal, and is now having a new feature developed to relieve the strain upon the two former in the shape of peat, which has been found to exist in the muskegs, and of a nature most easy to manufacture, so that these muskegs, which have hitherto been looked upon as a drawback, will prove a source of wealth.

There is something that is, though false, used as a strong argument against the North-West, that is the great cold, but, strange to say, no one who has lived a winter in the country can be found to complain of its severity; they truly say that it is cold, but, owing to the extreme dryness of the atmosphere, it cannot be felt to the same extent as it is in a more southerly or easterly location, and strange as it may appear to those who are not conversant with the many peculiar features of our northern climate, the storms which have their origin in our territory do not reach their power or force until, aided by the width of prairie, they arrive in all their awful terror upon the country to the south, the effects of which were easily seen in the universal distress which extended all over Minnesota and Dakota, not sparing other States, every one of which suffered from storms which they claimed had their origin in the great North-West, but which were unknown in so far as their course was marked by damage or prejudicial effects to our farming industries, nor was the spring with us ushered in with the indescribable horrors of a universal flood, rendering the settlers houseless and their farms useless, as was too frequently the case in these much boasted States to which they would allure the unsuspecting immigrant.

Another argument freely advanced against this country is that we are not able to raise good fruit, or indeed any fruit to advantage. In this statement they are in part correct, for we can not, or have not so far, been able to produce apples, with the exception of crabs, but we can produce currants, plums, strawberries, raspberries, blackberries, blueberries and cranberries, all of which will grow wild, and we shall in time, as soon as attention can be given to the others, raise everything that may be required with less labor and better results than has rewarded the efforts of the husbandman in any other section of this continent, for a soil which is capable of producing a first-rate crop year after year without im-

provement for the space of fifty years, can do very much that as yet has not been discovered.

One other inducement which is held out to intending settlers in the Western States is, that they have a liberal free Government. Without desiring to enter into a political discussion, we are inclined to venture the statement, that there is far too much liberty, with a vast deal more license than law, for although the existing laws in the United States Republic are undoubtedly good, the execution of them, or rather the want felt from their being properly carried out, is bad.

The truly personal position in which their judges are placed to a certain extent binds their hands, and to insure a just punishment there are those who feel it their duty to assume the functions dedicated to the officers of the law, and inflict summary justice in the shape of Lynch law, which is of such an impromptu nature as frequently to hurry an innocent though suspected person to eternity without that impartial trial which would be accorded the worst criminal in Canada or any European country, the out-come of which is in some cases feuds between families and parties, and in all districts a tendency to carry revolvers and concealed arms; indeed a Western man in the United States looks upon a six-shooter as a part of his outfit, to be ready when required, while in our part of the world we have not, nor never desire to arrive at this perfection of peace, freedom and quietness.

Besides all this, in ordinary commercial matters the expense attending simple justice is such that, if you have only a few thousand at stake, you had better give it up unless you are on the right side of the judge, as they put it.

With a knowledge of these facts, as he should undoubtedly have had, we cannot conceive how a gentleman like Mr. Hughes could have settled a colony of Englishmen in Arkansas to drag out a miserable existence instead of settling them in the great British harvest field, where they could have received a reasonable return for their labor and capital, unless indeed he, like Parnell, thinks that anything is better than British rule, even though it be a crust and poverty.

#### THE SUREST INVESTMENT.

The possession of real estate is a substantial capital. No thief can steal it; it needs no insurance policy to screen it, or vault to keep it safe. A good farm or suburban garden, with rich soil, or city property in a rising commercial centre, is better than stock in the Bank of England as an investment.

Whatever else a man may possess, he should aim to have his own house or farm, and, if possible, one or two houses or farms to sell to others.

That in the products of the soil all wealth has its origin, few have the hardihood to deny. The industrious farmer must always have a market for his productions. What he has to sell are the necessities of life, and he that is not a producer must be a consumer, and consequently be obliged to procure from the farmer his daily requirements.

With regard to our Western country, the question has been often asked why farms are offered for sale in a new and fertile district. But the reasons are many, one of which is, that later arrivals, buying as they can at a still moderate rate, pay a very large profit to the pioneer who either obtained his land by free grant, or by location of half-breed scrip or volunteer warrant. Besides some men's muscle is their capital, and they spend their lives pioneering claims and selling them, so that the man you buy from to-day will be in a position a few years hence to sell to others, perhaps, in the fertile plains of the Saskatchewan.

All over this great Canadian North-West timber is abundant as compared with the Western States, which, together with the much larger returns per acreage, is rapidly settling up the available lands near prospected towns and station sites upon the line not only of the C.P.R., but the prospected lines of other railroads.

Farmers from other Provinces who have but small means to work farms of good value in the older Provinces, would do well to move west and secure larger acreage, and still have money to stock better than they have ever been in a position to do before, thereby making room for those who coming from England with larger capital, but not realising the prospect of facing the supposed hardships of a new settlement, to consult their tastes, and while enjoying all the advantages of an old settled locality, be able to raise stock of a superior character to their neighbors, and benefit by the largely growing demand for first-rate beef and mutton in the home market. So that we are led to believe by such an arrangement the older Provinces would not be losers, but rather gainers, as the class they would give Manitoba and the North-West are a class whose sons must in the future look for a wider and a cheaper field for their labor, and perhaps would be allured by the false, though tempting, offers of the Western States of our neighboring Union, whereas they would, if settled here, remain in the Dominion, as they could not

find a better country, and should not with their eyes open go to a worse.

The English settlers, who would succeed these Canadian farmers, would find that the money which had proved insufficient to meet their requirements in the Mother Country would place them in a first-class position in either of the older Provinces, and not deprive them of good society. There has been a cry made that we were depleting the older Provinces, but if it is carefully thought over, this we believe will be found to be a truly honest and patriotic aim.

#### INCREASING COMMERCIAL IMPORTANCE OF MANITOBA.

To the residents of this Province whose time is fully occupied with their several daily duties the unprecedented and rapid strides which Manitoba is making towards commercial importance is hardly noticed, or that Winnipeg at no distant day is destined to play a prominent part amongst the large distributing centres of the Western world is not fully realized until such an event as the opening of the Louise bridge awakens us to a knowledge of what is going on around us. When we see an announcement in the local press that no less than 160 car loads of freight had been brought into the city the day after the bridge was opened, and that there were still 300 car loads more at different points awaiting a chance of being conveyed to the city freight sheds, where 405 car loads of freight were discharged during the week ending June 19th, and that the bridge itself, which must so largely reduce the cost of handling goods, is the result of the city's own energy and enterprise, we are constrained to compare what we were and what we are, and to do so with any degree of certainty we must consult the carefully compiled tables published in the Manitoba directory for 1881.

Imports from Canada.	Amt. duty.
1872....\$150,000	\$46,839
1873.... 250,000	45,074
1874.... 500,000	67,471
1875.... 638,674	171,430
1876.... 960,557	253,045
1877.... 1,018,166	192,480
1878.... 1,374,311	223,530
1879.... 2,266,085	274,235
1880.... 3,599,980	297,769

The estimated importation from Canada this year will amount to \$5,500,000, and the duty to \$400,000. A careful comparison of these figures would, we think, astonish any Eastern man, and although we cannot of course claim all this advancement as being wholly due to the enterprise and pluck of our Winnipeg merchants, yet to them is due the spirit of emulation which is fast making Emerson and Portage la Prairie formidable rivals. As if the clear Western air had the power of instilling new life and vigor into those who breathe it, we find that the men who have made money are ready to re-invest it,

and vie with each other in building up new towns where but a few months before only a wild prairie was to be seen, so that Brandon and other new towns have sprung into existence as it were by the influence of an unseen magic wand.

There should be a great deal more interest evinced in the increasing trade of this Province in the older provinces than there is, when it is taken into consideration how much we are yearly contributing towards the Dominion treasury, and how very little we get out of it.

From the formation of the Province to the close of 1880, the amount received by the Dominion from our Province was as follows :

Customs duties .....	\$1,576,899.98
Excise .....	216,730.75
Timber dues .....	26,863.57
	<hr/>
	\$1,820,494.30

Less subsidy for same period. . \$804,019.21  
Amount withdrawn from capital debt of Province for local improvement.. 258,386.11

---

Balance .....

\$758,088.08  
Or in other words Manitoba has contributed over three-quarters of a million to the General Treasury over and above the amount drawn for purposes of local government and improvement.

Now let us look at how we stand as compared with other small provinces.

New Brunswick shows up to 1879 a surplus of customs and excise \$1,479,748.62; Manitoba, \$712,238.99; Nova Scotia, \$299,212.82; British Columbia, \$58,204.01, and Prince Edward Island, taking into account the outlays on the Prince Edward Island railway, shows a deficit of \$4,021,877.20. So that amongst the minor provinces we stand second as a paying investment, besides not having brought any debt with us with which to burden the Dominion, while the other provinces contributed :

Nova Scotia .....	\$10,476,735.13
New Brunswick .....	\$,193,894.44
Prince Edward Island .....	4,636,899.83
British Columbia .....	1,444,412.76

It would be as well for us now to consider how the loaves and fishes are distributed which are given to our Government upon the assumption that, although the revenue derived from this Province has increased tenfold in nine years, the population ought not to be considered as having increased until a decade makes it convenient to number the people, so that to-day we are only entitled to receive from the Dominion Government yearly specific grant...\$30,000.00 Soc. per head upon the first estimate of population,.... 17,000,13,600.00 5 per cent. interest on \$293,060.89..... 14,653.04

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This is what we received nine years ago, but the Dominion Government have lately given grants which bring it up to \$100,653.04, and with this very small proportion of what we contribute to the public coffers returned to us we are expected to and do keep up the roads of the Province by draining and bridging them, without which the emigrants who come here to purchase the Dominion Government land would have indeed a sorry job.

We hope that the Government will see the unjust position in which we are placed. With daily increasing responsibility and largely augmented expenses we should at least have the people numbered once every three years.

But as with such a system the objection of additional cost would doubtless arise, let us suggest another method of arriving at an approximate of the population.

It is a very generally accepted opinion that each individual in this Dominion pays \$5.50 annually of the revenue; but let us, for the sake of argument, grant that we live better here, and spend more freely than in other parts of the Dominion, and that each person pays \$6 instead of \$5.50, that the population estimated on the revenue collected would be, taking the Customs at.....\$400,000  
Inland Revenue..... 150,000  
And, allowing for timber dues and duty already paid on goods imported from other provinces, say..... 50,000

Would give a total of.....\$600,000

Which we think should represent at least 100,000 population, and should entitle us to something like the following from the Dominion coffers this year :

100,000 at 80.....	\$80,000
Specific Grant.....	30,000
5 per cent. interest on \$293,060.89.....	14,653.04

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\$124,653.04  
In this way the provincial subsidy might be increased in something like the proportion in which the value to the Dominion of this portion is yearly growing, and enable us to participate fairly and receive the share that we are honestly entitled to per head, so that our local government may be in a position to keep pace with the demands that individual enterprise create.

If the Dominion Government can only be brought to consider the matter fairly we shall be saved from being obliged to go to Ottawa any more with the oft-repeated appeal, "Charity, for the love of heaven."

#### THE FINANCIAL CONDITION OF WINNIPEG.

The Auditors' Report of the Financial Condition of the City was published last May, and gives a lucid statement of its affairs for the year ending December 31st, 1880. We have published it before in these columns but repeat it for the benefit of those who may not have seen it, as it will give them an idea of the position of Winnipeg finances.

They report at that date taxes outstanding as follows:— Year 1874, \$2,568.54; 1877, \$2,431.17; 1878, \$2,576.48; 1879, \$3,934.29,

and in 1880, \$15,406.83, or total amount of \$26,927.31. A considerable sum of the foregoing has since been collected by the city collector, and such amounts as have been considered doubtful of recovery have been placed in the hands of the city solicitor for collection.

The amount collected by the market clerk for the year is \$1,134.55.

The state of the Sinking Fund shows that during the past year the sum of \$7,000 was withdrawn from the Merchants Savings Bank and invested by the Manitoba Investment Association on the same account. At the end of the year there lay at the credit of the Sinking Fund in the Merchants Bank Savings Bank the sum of \$3,000 principal, and \$479.94 accumulated interest. There is also, per statement of the Manitoba Investment Association, an amount of \$1,418, being accumulated interest on investments.

Tabulated the Sinking Fund stands as follows:—

Total investment by Manitoba Investme't Association.....	\$17,550 00
Principal and interest at credit of account in Merchants Bank Savings Bank, 31st December, 1880....	3,479 94
Interest accrued on investments in hands of the Manitoba Investment Association.....	1,418 00
	<hr/>
	\$22,447 94

Less balance due Association per their statement..... 550 00

Total at credit of Sinking Fund..... \$21,897 94

There is no provision in the Sinking Fund By-law in regard to investment of accumulated interest, and they find that the rate authorized by said by-law (viz., 12½ per cent.) is in excess of the present rate of interest for good investments.

The amount realized from the police court for the year amounts to \$4,536.84.

The receipts from all sources are as follows:—

Market Stalls .....	\$ 3,666 55
City Pound.....	3 25
Licences—Dogs.....	104 00
Hotel.....	6,833 35
Feed and Sale.....	191 67
Hawkers.....	260 00
Hack .....	106 60
Watermen .....	80 00
Auctioneer .....	400 05
Truck.....	881 00
Livery. . . . .	383 35
Grocers.....	2,600 00
Billiard Table.....	490 00
Boarding House.....	240 00
License and Police Com.....	80 25
Cemetery .....	276 90
City property.....	333 33

Contract Security.....	75 00
Police Court Fines.....	3,600 25
City Hall.....	2,273 40
Market Fees.....	1,133 55
Taxes—1874.....	201 12
1875.....	73 00
1876.....	114 39
1877.....	411 27
1878.....	918 97
1879.....	14,490 81
1880.....	44,053 62
Railway Com.....	100 00
Bridge Debentures.....	5,000 00
Bills Payable.....	22,000 00
Bridge Debentures.....	195,000 00
Interest.....	3,253 00
Balance in Merchants Bank, 31st Dec., 1879.....	2,935 46
Balance in Chamberlain's hands, 31st Dec., 1879.....	\$4 46

\$312,648 18

The expenditure has been as follows:—

City Hall.....	\$ 788 04
Markets.....	1,648 11
Fire and Water Com.....	9,432 21
License and Police.....	828 12
Board of Works.....	22,016 71
Protestant Board of School Trustees.....	15,500 00
Health, Relief and Cemetery...	620 63
Discount and interest.....	1,979 85
Taxes, 1878.....	33 71
"    1879.....	16 25
Bridge and Railway Com.....	8,955 34
Expenditure Bridge Debentures.	59,411 44
Printing.....	721 70
Stationery.....	172 50
Election Expenses.....	158 00
Birds' Eye View.....	150 00
Contingencies.....	1,186 35
Interest on Debentures.....	21,306 77
Hotel.....	400 00
Insurance.....	150 00
Law Costs.....	151 80
Rifle Association.....	100 00
Winnipeg General Hospital....	500 00
Billiard Table License.....	15 00
Fuel Account.....	350 00
Salaries.....	11,871 05
Bills Payable.....	13,600 00
Discount on Bridge Debentures.	16,750 00
Interest.....	2,564 40
Chamberlain's balance 31st Dec., 1880.....	1,110 08
Merchants Bank balance 31st Dec., 1880.....	1,531 68
Ontario Bank balance 31st Dec., 1880.....	119,527 46

\$312,648 10

The statement of the city liabilities at the 31st day of December, 1880, is as follows:

City Bonds (amounting to £51,300 Stg., payable in 13 years from this date, at 9½ per cent.....)	\$249,660 00
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Bridge Debentures payable in twenty years from July last. 200,000 00
Notes "Bills payable" under discount in Merchants Bank.... 22,000 00
Due School Board on 1880. Taxes..... 3,030 00
\$474,690 00

HOW WE ARE REPRESENTED AT THE COLONIAL OFFICE.

Perhaps nothing is of more importance to a new undertaking, let it be of what ever kind it may, business speculation, township founding, or even the larger sphere of colonization, than proper representation. By representation we mean having the pros and cons, advantages, disadvantages, expectations and probabilities clearly and perspicuously placed before persons who have it in their power to aid the enterprise by their co operation or assistance generally.

With regard to the larger question of colonization the manner and form in which a colony, through its agent, represents its capabilities and resources to the public, and especially to individuals who contemplate settlement or investment—perhaps, all things considered, of more importance than that of any other speculation whatever, for, when it is considered how needful to a colony the active assistance of interested participators in its possible future actually is, how every proselyte (if he may be so called), who is convinced of the veracity of the agent's representations and purposes acting upon them,—how such proselytes by themselves, their families, their circles and acquaintances, all concentrate from a scattered body of enthusiasts to an interested body, working to a common cause and centre, and how such centres of enthusiasm result in rapid colonisation of hitherto unknown or wild places of the earth and the advancement of the aggregate possessions of the human race. To secure such co-operation any sacrifice is commendable when the grandeur of the object in view is properly considered, and such proselytes, such co-operators, such future colonists in one ward, should, by all possible means in the power of the government be encouraged not only to carry out their adventurous undertaking in throwing in their lot in the new colony, but should, if possible, have their courage raised and their hopes strengthened by agents whose knowledge would be aided by their sympathetic appreciation of such patriotic devotion and enthusiasm.

What, however, do we find? Until lately in London when an intending emigrant

called at the office maintained by the Imperial Government, for the purpose of gaining information respecting the part of the world to which he had determined to transfer his personal energy and his accumulated capital, brimful of affection for the land that he had been born and bred in, and hopeful of finding in its dependent colony similar laws and institutions, with better material and worldly chances, he was received not as above sketched should be the politic and commendable manner in which such a man on such an errand should be received, but with frigid coldness and studied reserve. Statistics were proffered to him in their driest form, printed matter forced into his hand, but to his direct and vital questions as to his future chances and prospects not only was no information whatever forthcoming but actually withheld, and the warning uttered that the government would, through its agent, take no responsibility whatever as to advising the enquirer to go a all!

Let the reader imagine the effect such a reception would have upon an intending emigrant—a man perhaps who, after months, perhaps years, of thought and struggle had brought himself to that point of decision that he could sever the ties that life-long associations had woven around him, and would, with wife and dear ones, dare the unknown perils and hardships of beginning a new life in a new world! Think of such a man, brimful of enthusiasm, with the purest feelings of patriotism, determined, though leaving his Mother County, yet not to take his supporting arm entirely from her cause and flag, received by the coldly politic Government official with common place replies and absence of real advice and aid,—dry chaff instead of grain! Fancy such a man assailed afterwards by the insidious American Emigration agent representing barren Montana or Idaho as flowing with milk and honey, as offering a paradise in the States to the oppressed and disheartened in the uphill struggle for life in the Old World. Can the result be a moment doubtful! Can we imagine the intending emigrant to be more than human and not to say that where the representative himself is so lukewarm it is because his cause is weak and his promises delusive.

Face this situation, fairly considered in all its bearings, and in its outcome we see the cause, and the only cause, why America has, up to the present time, succeeded in the competing race for population, in securing the majority of those adventurous spirits that not only add to the inhabitants of a country but largely contribute to its material prosperity, and let us hope that our authorities will, while it is yet time, do our competitors the honour of copying their mode of operation

To the many who have decided upon, and to those who are still in the balance with regard to the advisability of, launching out anew for themselves in the North-West, a few suggestions as to what they could or could not bring to advantage with them may be of use, as from our personal knowledge much loss has been incurred where a saving has been expected. The intended settler, from a want of knowledge, either not taking into consideration the additional freights and risks connected with the transport of his personal freight, has been the victim of large losses.

Here we will instance one case that came under our own observation, which was that of a person who had, through bad packing, a large portion of his delf smashed, whereas he could have purchased the goods at the same price in Winnipeg, and safely packed.

There are also cases in which people pay freight on old ploughs which are useless, and could be bought here for less money and better make than in any town in either Ontario or Quebec, as the demand is greater here than there, and the competition stronger; and, indeed the same rule will apply to all other implements.

With regard to all other requirements in the provision line, it is equally true, for you can buy just what you may require at the same price as you can below, as the reduction in profit, owing to the very large cash sales made, is sufficient to make up for the additional freight, and in the matter of canned goods, bacon and pork, you may do much better, as they save largely in freight from the great centres, so near them thereby being able to supply at a price you could not purchase at in either Montreal or Toronto.

And while we would advise you to bring all your old clothes with you, we would not counsel you to bring any new boots or clothing, as you can procure them at least as cheap here. Furniture will appear to cost more, but, after adding freight, not a cent more, and perhaps less, to say nothing about the risk of breakage.

Indeed we would advise you to sell what you can before leaving home, as perhaps you will have to live a part of your time in a tent, and at all hazards will be in an unsettled state for a year at least, so that you will not be in a position to take care of any additional responsibility in the shape of chattels.

C. P. RAILWAY.

The new portion of railroad of the C.P.R. west, which is shortly to be opened to Brandon is very near completion and is, if a sample of what the Company intend

doing the Prairie line, a clear denial to the many insinuations thrown out from time to time by those who, either through ignorance or malice, have misrepresented the work. The road bed upon this section, being very much higher than that built by the Government from here to Portage La Prairie, will, it is believed, in large measure do away with the necessity of a snow plough.

The sites of the new stations between the Portage and Brandon have been decided upon, and are named as follows:

	Distance from Winnipeg.
McKenzie.....	78 miles.
McGregor.....	86 "
Austin.....	97 "
Sidney.....	106 "
DeWinton.....	117 "
Sewell.....	127 "
Chater.....	138 "
Brandon.....	145 "

Mr. McTavish, the manager of the land department of the C. P. R., informed us that in every case where a settler has squatted upon syndicate sections, no matter if the section is near a town site that the company have settled upon or not, his rights will be respected, and he will be allowed to retain it at the advertised price of \$2.50 with rebate of \$1.25 for such land as he may improve in the prescribed time. The trouble which has hitherto existed in getting legal possession is removed as a perfect understanding has been arrived at between the Company and the Government in the matter of homesteads and railway lands, so that there is nothing now to interfere with a rapid and satisfactory immigration. We were shown a very fine collection of Manitoba products which were being packed for the Minneapolis and Rochester fairs, which they feel confident will do much to induce the settlers in the neighboring States to sell out and move further north and locate in our own Dominion.

The following experience of one of the early settlers conclusively shows that where there is a "will there is a way" to succeed in this land so peculiarly adapted to the reception of the poor though honest hard working man.

Mr. J. S. McGeorge says:

Four years ago I came to the Province of Manitoba with but a few dollars in my pocket, and was fortunate enough to get a job with one of the surveying parties which lasted me until late in the fall, when I had a little money coming to me which I invested in a tent, stove, blankets, two months' provisions, and a payment of half the value of a yoke of oxen. I arrived at the location I had settled on and taken up, being a ½ section at Poplar Heights, expecting to find a chum of mine who came from the county of Kent, Ont., with me, and to whom I had given most of the money I had scraped together before leaving

home to break up his ½ section and mine, but to my surprise he had gone after selling his right for three dollars, had returned home, leaving me to pitch my tent alone in December. I was determined to make the best of it and succeeded, while he is now sawing wood for a living in Ontario, and the ½ section he had had been lately sold for two thousand dollars. Finding myself in this position I looked out for a job, which was not easy to do I can tell you, for it was not as it is now, there was no Syndicate work to be had at large pay, but I was lucky enough to find a person who wanted rails hawled, and so got employment for my oxen and myself, and saved every dollar I could so that I was soon able to buy wood and haul it to market on my own account. One way and another, I managed to scrape together enough to pay what I owed and save sufficient to pay part of the money required to get farm implements for spring work. From that out I got on well, and now have forty acres under cultivation, a house and good stable and barn. This I know is what I never could have done in Ontario on a bush farm as a settler, for I can get \$1,800 for my farm after having lived on it, and move west with good stock and all the implements I want. I know that the only men who do not succeed here are those who do not want to work, for any willing man can with present wages do better than I did, even if he had no money upon arrival here.

Regarding the Chicago and North Western Railway Company new Pullman Cars the St. Paul Pioneer Press says, and we fully agree with that paper in the following description:

"The title of 'palaces on wheels' fitly characterizes the new sleeping coaches just finished by the Pullman Palace Car Company for the Chicago, St. Paul, Minneapolis & Omaha Railway. There are to be five of these elegant sleeping coaches on the line, and two of them are already in service between St. Paul and Chicago, having arrived in St. Paul during the past week. They will all be similar in general design, and marvels of substantial construction and elegance of finish. President Pullman, of the famous company which bears his name told the officers of the Chicago, St. Paul, Minneapolis & Omaha Railway some months ago that he intended to furnish them the finest sleepers ever seen on any road, East or West. That his promises have been more than fulfilled was easily to be seen on examination of the first two. They are called the Dunlap and the Stanwood, and have challenged the admiration of all who have beheld them. The first noticeable novel feature about the cars is their unusual length, being seventy-two feet long, or about twelve feet longer than the sleepers now in general use, giving them, with their exterior dark finish and elaborate ornamentation in gilt, a decidedly regal appearance. But it is after the beholder gets

A VIEW OF THE INTERIOR

of one of the cars that an exclamation of delight almost involuntarily escapes him. The seats are upholstered in plush, and have a broad, cosy, cheerful look, that seems to invite one to enjoy his ease within their capacious dimensions. Fitted up as the lower berth of the sections at night they furnish a soft, downy bed, within whose ample folds the traveller will be lulled by the easy riding of the car into slumbers as sweet and tranquil as those of the infant in its



mother's lap. There are twelve sections in the body of the car, and this is divided from the other compartments, not by sliding or swinging doors as has hitherto been the case in the Pullman sleeping cars, but by

#### RICH, MASSIVE, HEAVY CURTAINS

of raw silk, with a wide trimming of velvet. These are really princely. Elegant curtains are also provided for the berths. The first-class nature of the materials with which the cars are furnished and the artistic method of their employment is apparent on every side, even down to the merest trifling detail. The pannellings of the woodwork are richly inlaid; all the metal about the interior is of burnished brass, instead of the nickel plate or copper which has hitherto been in use; the body of the car is lighted by five of Hicks & Smith's patent lamps, the finest in the world, with two burners to each lamp, thus affording a most brilliant illumination if desired. The remainder of each of the cars is fitted up on

#### THE SAME SCALE OF MAGNIFICENCE

as the part just briefly described. At one end of the car is the ladies' closet which is supplied with a wash-stand and other toilet furniture, and is much roomier than such compartments generally are. At the other end of the car is the gentlemen's toilet room and closet, and also what, to most gentlemen travellers, will be considered the crowning glory of the most admirable arrangement of the car, and that is, a

**MOST HANDSOMELY FITTED-UP SMOKING ROOM** which is a compartment separate and distinct by itself, and with a system of ventilation and lighting entirely independent of the remainder of the car. Smokers travelling by sleeping car know how annoying it is to be deprived of their accustomed enjoyment of the fragrant weed, and will rejoice to learn that especial provision has been made for their comfort in the construction of these palatial new cars, so that while they are puffing their Havanas they will be giving no offense to other passengers who may dislike the fumes of tobacco or the presence of smoke. These cars will be

#### THE EASIEST RIDING

of any yet constructed by the Pullman car company having 6-wheel trucks and 42-inch paper wheels, the latter being made of compressed paper with a broad steel tire and their collarless axles, by which the heating of boxes and journals is prevented. The bearing of the car is also said to be so equalized on either side of each of the six-wheel trucks that the car is kept from swaying when passing a curve. All these features are designed with the idea of securing ease of movement, security and needlessness in the running of the cars.

People who travel between St. Paul, Minneapolis and Chicago and wish for every comfort and convenience should purchase their tickets over the

#### ST. PAUL AND CHICAGO THROUGH LINE.

It is a first-class line in every particular, and is the only line between St. Paul, Minneapolis and Chicago that runs the celebrated Pullman palace sleeping cars. It is the only line between St. Paul, Minneapolis, and Chicago that has a smoking compartment in sleeping cars especially for the accommodation of sleeping car passengers, thus avoiding the disagreeable changes from one car to another, that persons indulging in the habit of smoking meet with in travelling over other lines. It is also the

**ONLY LINE TO AND FROM CHICAGO** running in connection with the Northern Pacific, St. Paul, Minneapolis & Manitoba, and St. Paul & Duluth Railways that uses the same depot in St. Paul, and by which passengers from the Great North West going to Chicago and the east

#### AVOID OMNIBUS TRANSFER AT ST. PAUL,

all of which facts are worth remembering; and if you wish to travel over the popular line, purchase only such tickets as take you over the St. Paul & Chicago through line, composed of the Chicago, St. Paul, Minneapolis & Omaha and Chicago & North-Western Railways.

The old route for inland navigation through the great lakes is now being subjected to changes which promise to establish it as a way for ocean vessels to reach inland ports with certainty, and to change materially its status as a means of communication between the interior and Atlantic sea-board. When the plan of enlargement has been fully carried out, the Welland Canal will admit steamers of two thousand tons, and drawing thirteen and one-half feet of water. Work on the first enlargement has now advanced so far that it is expected the canal will be opened to navigation this season. Upon the completion of improvements corresponding to this in the St. Lawrence, vessels drawing eleven and one-half feet of water will be able to load at Chicago, and sail through this river to Montreal, or directly across the Atlantic. The outlay of \$30,000,000 on the Welland Canal, however, has not had as its object chiefly the American trade of Lake Michigan, but it has been in accordance with the comprehensive policy of the Canadian Government for the development of their north-west territory, and for keeping within national lines the right to handle its valuable products. The money expended by the Dominion on internal improvements is nearly ready to yield its return. On the north shore of Lake Superior, one hundred miles northeast of Duluth, the pioneer railway, now almost finished, to connect the Canadian prairies with the water route to the Atlantic, terminates at the lake. Its starting-point is the city of Winnipeg, on Red River.

The Canadian Pacific road, of which this is the Lake Superior section, is to form a transcontinental line in British America, and may in time become the most important of the railroads to the Pacific. Its construction was a measure taken by the Government, by whom the existing parts have been built. At a session of Parliament the present year, however, it was decided to entrust the construction to a private company, who are obliged to preserve the full route adopted by the Government. Great as will be the facilities offered at the eastern end of this road for transporting grain to the seaboard by way of Lake Superior, the Dominion Government has taken care to secure the construction of one overland route from the new provinces. The road from Winnipeg to the lake terminus at Fort William is to be extended on the north shore to the town of Callander, near Montreal, and to a union with the railway system of the old provinces. The extension was to be begun the present summer. From Winnipeg westward the road is to traverse the full length of the Saskatchewan prairie, and cross the Rocky Mountains to an ocean port near the United States border. The section through the prairie to the foot of the Rocky Moun-

tains is expected to be ready for traffic within three years. This briefly is the main line of the Canadian Pacific Railway. When completed the distance from the Pacific Ocean overland to Montreal will be 2,960 miles, or about 500 miles less than the distance by the Union Pacific road to New York.

The larger yield to the acre, the better quality, and higher grade of crops shown in this Northern country, are matters lifted by the vast extent of the land above a question of individual profit to the persons now cultivating the soil. If one-half the ground of that comparatively small portion which is drained by the Red River and its affluents were sown to wheat, the product at an average yield would be 500,000,000 bushels, or more than the entire amount raised in the United States in 1880. The attention of the United States within a few years will certainly be drawn sharply to the supply of grain coming from this new quarter, if the reclamation of land goes on with its present movement. With the advent of a system of inland navigation greatly improved, and made the most perfect in the world, indeed there is every reason to believe that the development of the interior will continue at its present rate, and even go forward with a rapidity never witnessed before. An immense amount of money is ready for employment. By the Canadian Government and railway companies the news of these unsettled fields will be spread among the populous countries of Europe. A populous country lies directly adjoining. The land itself, level and rolling prairie, will allow railways to be built with the utmost rapidity and cheapness, and furnish no obstacle to cultivation. Scattered plentifully through Dakota and the valleys of the Saskatchewan are beds of the soft coal which has supplied the fuel of our Western States. That necessity, iron, is not lacking. The extensive region north of Lake Superior is known to be rich in this ore. In 1880, from the mines on the south, at present the more accessible shore of this lake, were taken 1,900,000 tons of easily worked ore which had a value of \$13,000,000.

Within ten years it is certainly possible that there will be ready for shipment at the edge of Lake Superior an amount of wheat which shall equal the total quantity now received yearly at all the Atlantic ports, at a price of seventy cents per bushel. Low as this price would be, compared with prices heretofore prevailing at the lakes, southern grown wheat of the average quality would be worth ten cents a bushel less. Wheat can be raised in the Red River valley and delivered to the railroads at a cost of less than forty cents to the bushel. Fifteen cents more, the rate of transportation to the lake from Fargo, which will probably be the rate also from Winnipeg over the Canadian Pacific, deducted from the price above, leaves remaining a high profit to the grower. This is in the Red River valley, and with a yield of twenty-three bushels to the acre. With a yield of twenty-eight bushels, the increase would pay cost of transportation from far within the territory of the Saskatchewan.

What will be the effect on agriculture in the United States of this tremendous addition to the wheat land, and on present routes of traffic of a division in a valuable trade, it is impossible to foretell, and without the scope of this article to consider. That it will exercise some influence on our agriculture cannot be doubted. Wheat could not be now raised in the Mississippi valley

at the price supposed above. The land in the United States has no longer the richness of unbroken ground; at least, very generally throughout its extent the best parts have been tilled. There is a wide margin for profit left in higher and more laborious cultivation of the soil. This, however, is not the method to which we have been trained. Hitherto our crops have been increased by cultivating new land. A course of giving more attention to the plants, notably Indian corn, for whose cultivation we have special advantages, it may be found expedient to follow. On the other hand, a decided fall in the price of the other cereals would probably affect maize also.

However uncertain may be effects on the United States, we may expect that the centre of activity in wheat, never very stable, will soon pass to the Red River valley; to go later, possibly, still further northward. Most valued by the farmers in Minnesota for seed is the grain coming from the Red River valley, and especially from Manitoba. Taken southward, if not renewed frequently from the original source, it tends to degenerate, and become soft; harder and better still is the wheat coming from the region of the Upper Saskatchewan and the Peace River. This perfect grain has the greatest weight of all, and by cultivation even in the Red River valley shows a loss of its original quality.

THE BUILDING BOOM.

THE CITY OF WINNIPEG.

A few facts about the City, and something about the building up of the Metropolis of the North West.

There is not another city in this continent that has, perhaps, attracted so much attention and which can show so marvelous and healthy a growth as that achieved by Winnipeg during the past three years, and it owes this fact to its having around and beyond it one of the largest and most fertile tracts of country in the continent of America. It has through this source become the metropolis of what in the not distant future will no doubt prove one of the most prosperous portions of the great Empire. Prior to 1870 the population was estimated at 300 souls. To-day our population exceeds 10,000. At the present time all the available stores and dwellings in the city are occupied. Rents are at a good figure, and the value of Real Estate has increased 100 per cent. in less than a year. Building is going on at a rate perfectly incredible, to those who remember the Winnipeg of a few years ago. Whole streets of new dwellings are being added to our possessions every year, and each year brings a wonderful advance in the character of the buildings also. The face of the business streets bids fair to be changed to the verge of unrecognizability in a very short time, while the architectural pretensions of dozens of private residences are so high as to call forth expressions of amazement from visitors. The many enterprises dependent for their prosperity upon the welfare of the people are attesting by their pecuniary success the reality of the progress made by the city. The Water Works and the Gas Company expect to be under way shortly. These enterprises will, no doubt, earn for their owners great profit.

Now, our prosperity must be owing to some patent cause or causes. One of the great causes of Winnipeg's growth and the backbone of her business is the concentration here of the importing trade of the great North West. Our control of this trade we owe principally to the energy of a few of the men who first launched the city on its career as a wholesale depot. We owe our progress to the generous nature of their policy with regard to all public enterprises. Our vast rich prairies to the west give us an immense trade, and, when railway matters more fully develop, the increase will be a

hundredfold. We owe a great part of our prosperity to the fact that Winnipeg has become the financial centre of the Canadian North West. It is of incalculable advantage to our merchants that the chief money market of the country lies at their door. We should endeavor by all means to attract financial institutions to our midst, for where the money is, there will the business flow also. And in the abundance of capital at a fair rate of interest may be found another chief source of the prosperity with which the city is beset. Capitalists from other parts, who but a little time ago were bewailing the impossibility of finding remunerative investments for their funds, are coming to our city, and, encouraged by the large returns received from small investments heretofore in the country, are launching out more largely on the ocean of speculation. Investments which would hardly be touched two years ago are now taken to the heart and fondled. We are undoubtedly on the threshold of a long period of prosperity. The active term will not endure, without a break forever, but, save the occurrence of a great calamity, such as a large fire or a succession of bad harvests, a long era of prosperity can be counted upon with reasonable certainty; but we must not be flushed with our rapid progress and become puffed up with our importance and thereby overdo ourselves.

Our past growth has been healthy and continuous as well as rapid, and the tide of immigration, which still continues, adds another spoke to Winnipeg's wheel of fortune. If the city should double its population in the course of the next three or four years our expectations would only be realized, and our dreams of the city's future greatness would not be unfounded.

In view of the unusually large building operations being carried on this season in the city we have endeavored to give as near as possible, although our time for preparing the same has been limited, a list of the prominent buildings completed this season. We are indebted to the architects and builders for much information. The list does not include the many smaller residences, erected this season, but will be continued next month, and we respectfully request builders and every one who has built or made additions this year to leave a memorandum of the same at the Trade Review office for publication. The following facts, however, will, better than any other statement, indicate the astonishing rate at which the city is progressing and filling up. The increase in building this year over the previous year of 1880 is very great. Last year the number of buildings was as follows:

1880.	No. of Houses.
North Ward.....	45
East Ward.....	33
West Ward.....	97
South Ward.....	87
	261

If counted by tenements, the number would reach at least 400 dwellings and stores.

The following is estimated as the number of buildings erected for 1881.

1881.	Number of Houses.
North Ward.....	65
East Ward.....	43
West Ward.....	110
South Ward.....	95
	313

If counted by tenements the number would at least be 700 dwellings and stores, many large and fine terraces having been built.

Mr. E. Desy has prepared the following plans:

O. Monchamp, a brick veneer two storey residence on St. Mary's street. Cost, \$5,000 J. B. Morache, contractor.

A frame cottage on Margaret street. Cost, \$2,500. R. B. Watson, contractor.

Thibeauveau Bros., a two storey frame store on Thistle street. Cost, \$4,000. Innis & Burke contractors.

Alex. Brown, a two storey brick veneer dwelling, Point Douglas. Cost, \$5,000. Contractors, Brown & Rutherford.

Lieut.-Governor Cauchon, a block of stores on the corner of Main and York streets, opposite the new H. B. Co.'s building. The block will have a front on each of the streets mentioned, and will contain eight stores and 35 offices of four rooms each. The frontage on Main street will be 150 feet. The building will be in the Greek style of architecture, will be four stories high with a basement. The double front will be galvanized iron, and rear of white brick. It will present, without doubt, when completed, an imposing architectural appearance, unequalled, certainly not excelled, by that of any other building in the city.

Mr. Linklater, Assiniboine street, two storey brick house. Cost, \$4,200.

V. Taranto, large new three storey hotel on Fort street. Cost, \$5,400.

G. F. Caruthers two stores, Notre Dame street. Cost, \$7,000. J. Ennis, contractor  
Geo. Cauchon, South Assiniboine, Cottage. \$600.

Geo Clements, Garry street, two houses. Cost \$1,500 each. These are fine buildings.

Mr. Stead, Isabel street, two storey frame house. Cost \$2,500.

Jas. Emshe, dwelling on Young street. Cost, \$2,600.

V. Taranto, large three storey hotel on Fort street. Cost, \$3,000. John Ennis, contractor.

W. M. Eagan, store on Thistle street. Cost, \$1,600 John Ennis, contractor.

Dr. Sybourg, dwelling, Point Douglas. Cost, \$1,000.

Samuel Luff, Longside Street Cottage. Cost, \$600.

H. T. Shelton, double tenement Young street. Cost, \$1,100

Thos. Perkins, back of Main street, Cottage. Cost, \$600.

Jas. Flannagan, warehouse. Cost, \$1,150. Situated back of store, Thistle street.

Thos. Clouterhard, Ellen street, cottage Cost, \$500.

J. B. Ferguson, house on Juno street. Cost, \$2,000.

A. Bieber, cottage. \$2,000.

McKever Bros., two houses on Jemima street. Cost, \$2,400.

Jas. Flannagan, 1 1/2 storey house. Cost, \$1,400.

S. Sparrow, cottage, Jemima street. Cost, \$1,000.

McKever Bros., cottage, Jemima street. Cost, \$600.

Byron Johnson, cottage, Jemima street. Cost, \$600.

Mr. Martin, cottage Jemima street. Cost, \$600.

D. Saul, two storey brick house on William street. Cost, \$3,600.

Chas. Robinson, four dwellings, Ross street. Cost, \$1,000 each.

J. Farley, corner Ross and Ellen, large two storey dwelling, 26 x 60 feet. Cost, \$3,500.

J. Farley, Ross street, two houses. Cost, \$2,000.

J. Farly; Ross street, cottage. Cost, \$1,500.

H. Woods, Jemima street, cottage. Cost, \$1,200.

Rev. T. Argue, Jemima street, 18 x 36, two storey. Cost, \$1,200.

Mrs. Robinson, two houses, 18 x 36 each, Jemima street. Cost, \$2,400.

Geo. Webb has erected a fine stable at a cost of \$1,500 on Garry street.

W. A. Shepperd, 1 1/2 storey dwelling Vaughan street. Cost, \$1,600

A. McLeod, 1 1/2 storey dwelling, Vaughan street. Cost, \$1,900

Alex. McIntyre, two houses on Princess street. Cost, \$2,000.

S. Hill, dwelling on Machray street. Cost, \$1,500.

G. Sharpe, dwelling, Machray street. Cost, \$2,000.

J. H. Weldon, two storey house Ross street. Cost, \$2,000.

Messrs. Chesterton & McNichol are also preparing plans for H. N. Kuttan's residence. Cost, 8,000.

A. W. Ross, residence, Cost, \$1,400.



Geo. Brown, semi-detached dwelling. Cost, \$4,000.

Drummond Bros. & Lewis, terrace to cost \$17,000.

Col. Osborne Smith, residence. Cost, \$2,500.

Ed. Leacock, residence. Cost, \$7,240.

H. N. Rutland, stables. Cost, \$1,000.

Mr. C. B. Wickindon has the plans for the new court house which is to cost \$50,000.

There are many buildings not mentioned in the above list, and owners are particularly requested to send us particulars of the same that we may publish them in the *Trade Review* from month to month.

B. C. Kenway has prepared plans for the following:—

H. M. Howell, a brick veneer residence off Broadway. It will be two storey with basement and attics, and when completed will probably cost \$8,000.

Jas. A. Graham of the Hudson Bay Co., a brick veneer residence behind Fort Garry, to cost \$9,000.

C. J. Brydges, a brick veneer residence, two storey with basement and attics, on Broadway. Cost \$10,000. Contractor, J. J. Johnstone.

Dr. J. S. Lynch, a brick veneer two-storey dwelling on Garry St. Cost \$5,300. J. B. Morache, contractor.

Manitoba Club, a two-storey brick building on Garry street, heated by steam, and fitted up with electric bells and all modern conveniences. Cost \$15,000. A. P. Cameron, contractor.

Wilson & Blyth, a large stable on Smith street, with accommodation for thirty horses and fitted up with eleven loose boxes. Cost \$5,000. Contractors, H. S. Herland Bros.

F. H. Brydges, a brick veneer residence, near Fort Osborne, was finished a few weeks ago at a cost of about \$8,000.

McMicken block, a brick veneer, on Main street, just completed at a cost of \$3,000. J. Brown, contractor.

Canada Pacific Hotel (addition), solid brick, cost \$40,000.

In addition to these the same architects prepared the plans for the new building for the Hudson's Bay Co., cost, \$100,000; the Montreal Bank, \$20,000; the Morris block, \$12,000; and St. Mary's church, \$60,000; all of which, though begun last year, are at present unfinished, but being rapidly pushed to completion.

Hon. D. A. Smith, residence, brick. Cost \$8,000.

The following buildings are contracted for, and are in course of completion.

Parliament Buildings and Government House. Cost \$110,000.

Grace Church, solid stone and brick. \$35,000.

General Hospital, \$20,000.

Manitoba College, \$20,000.

Bird estate, solid brick block, corner Main and Bannatyne streets. Cost \$30,000.

Mr. Jas. Chisholm has prepared plans as follows for:

J. B. Ferguson, a two-storey frame residence on Bannatyne street. Estimated cost, \$1,300. Contractor, A. S. Lynch.

Aikins & Montgomery, two frame cottages on Charlotte street. Cost, \$1,800. Contractor, R. B. Watson.

Thos. McCrossan, nine detached frame dwellings, five of which are one storey and four a storey and a half. Two are to be on Bannatyne street, one on Dagmar and the remainder on Alexander and Logan streets. Total cost \$7,500. A. S. Lynch has the contract for four and Geo. Murray for five of them. Mr. M. has also in contemplation the erection of a private residence on Logan

street. The building will be of brick veneer, and will cost between \$2,000 and \$3,000.

Messrs. Wilmot & Stewart have provided plans for the following:

H. Swinford, a brick terrace of six houses on west side of Fort street. The style is Domestic Gothic. Cost, \$16,000. This will be one of the finest and most conveniently arranged terraces in the city.

M. O'Loughlin, a brick veneer dwelling with mansard roof, on Logan street east. Cost, \$2,200.

The following buildings were designed by and erected under the supervision of Messrs. Wilmot & Stewart, architects:

The Rev. V. C. Pinkham, a large brick dwelling opposite the Ladies' College, style Domestic Gothic. Cost, \$1,400.

Mark Fortune, Esq., a residence upon the corner of Broadway and Smith streets. Cost, \$5,200.

For Mrs. Linklater, residence, on Assiniboine street. Cost, \$1,150.

F. J. H. Brock, Esq., terrace on Notre Dame street, consisting of four houses. Cost, \$7,000.

George Clements, terrace of four houses on Hargrave street. Cost \$5,460.

An addition to St. John's Boys' College. \$1,220.

The Rev. S. P. Mathewson, a residence adjoining the College. Cost, \$2,300.

G. F. Carruthers, two stores with offices over them on Notre Dame street west. Cost, \$6,900.

Two semi-detached houses on George street. Cost, \$3,200.

The following buildings were designed and constructed under the supervision of Messrs. Dalton & Parr:

A. Strang, Esq., a house on Charlotte street. Cost \$1,500.

George McPhillips, a dwelling on Kennedy street. Cost \$2,000.

Two schools in North ward. Cost \$8,500.

Mrs. Varden, corner of Main and Alexander streets. Cost \$6,000.

Dann & Robson, a block of solid brick for two stores and offices, on the corner of Main and Bannatyne streets. Cost \$12,000. Contractors, Saul & Hurler.

G. F. Carruthers, a terrace of four brick veneer houses on corner of Main and Alexander. Cost \$7,000. G. Melvin, contractor.

Thomas Hendry, a row of five frame cottages on McDermot street. Cost \$2,500. Contractors, Middleton & Tiffin.

Andrew Strang, a double brick veneer tenement on Bannatyne street. Cost, \$4,000. Contractors, Patterson & McComb.

D. Sprague, a large frame stable on James street. Cost, \$1,300. Macklin, contractor.

Turner & McKeand, alterations and fitting up of offices and sample rooms. Cost, \$800.

McPhillips Estate, a frame dwelling on Kennedy street. Contemplated cost, \$3,000.

The following buildings worth noting have been constructed under the supervision of or designed by Messrs. Barber, Bowes & Barber:

The south wing of the Manitoba College, which will cost \$35,000, which, together with the walling in of the old building, improvement in the basement, and the principal's residence, will reach a figure something over \$100,000.

A large hotel 90 x 110 feet erected for Fred. McKenzie, Esq., upon the Portage avenue and Princess street. It is three stories high and fitted up with all modern conveniences. Cost, \$30,000.

A block of stores upon Main street for the Dundee Investment Co. Cost \$22,500.

Gerrie & Co., a brick block on the corner of Williams and Princess streets, which building is nearly finished, and has been constructed by Messrs. Lyons & Kelly, builders, and will cost \$12,000.

Messrs. Gerrie & Co. have also had a splendid hotel erected at a cost of \$3,500; it is upon Princess street. The building contains 110 rooms, and it is to be fitted up with hot and cold water, baths, gas and electric bells, in fact, all the appointments are to be as good as can be found in any other first-class hotel on this continent. Taken altogether, the construction reflects much credit upon Mr. Wm. Brydon, the contractor.

A terrace of small houses on the corner of Hargrave and Graham streets, to cost \$9,500.

For the Dundee Investment Co., upon Donald street, some detached villas, costing \$7,000.

An addition to Mr. Colquhoun's block on Thistle street, to cost \$2,500.

The addition to John Nevins' place upon the Portage avenue, to cost \$7,000.

Upon McDonald street, a frame dwelling house for Mr. A. Colquhoun, cost \$2,500.

H. Brann, Esq., has had an addition made to his hotel at a cost of \$3,500.

A school house in St. James parish. Cost \$1,500.

Plans have been prepared for a block on Main street, to cost \$100,000; also, a large hotel to cost \$75,000, and a terrace of houses to cost \$18,000. Messrs. Gerrie have instructed this firm to prepare plans for a hotel on Princess street, to cost \$10,000.

A block of wholesale buildings to cost 65,000, and other buildings on Princess street to cost over \$100,000, all of which are to be erected immediately.

Messrs. Patterson & McComb have erected the following buildings:

D. Houghton, terrace four houses on Argyle street, at a cost of \$2,800.

T. Nixon, a terrace of four houses on Parry street. Cost, \$2,800.

James Cary, two houses upon Alexander street East. Cost \$3,200.

Messrs. McComb & Baily, on Ross street, double semi-detached houses. Cost \$2,000.

Wm. Cullen, Esq., double semi-detached houses on Ross street. Cost \$1,600.

G. F. Carruthers, addition to house, \$500.

Edw. Burke, a house in St. James ward, cost \$3,000.

D. Simms, house at Point Douglas, \$1,200.

C. L. Drewry, Esq., a new malt house, costing \$6,000, and a dwelling house, costing \$1,500.

The following buildings were erected by and constructed under the supervision of Messrs. McCoskie & Co.:

Wm. Brittlebank, residence, \$1,000.

M. Fisk, residence Portage, \$5,000.

W. H. Hutton, two houses, \$2,000.

Messrs. Bishop & Skelton, store and ware house, Main street. Cost, \$13,000.

Jas. Henderson, Esq., handsome brick residence situated on Notre Dame street, and costing \$5,000.

Messrs. Snyder & Anderson, Edmond street, two houses costing \$1,500.

R. J. Orris, eight houses on Jemima street. Cost, \$1,000.

Wm. Dean, residence. Cost, \$2,000.

F. Patcher, hotel on Main street. Cost, \$9,000.

T. Foulds, hotel on Main street. Cost, \$10,000.

W. F. Alloway, a two-storey solid brick dwelling with mansard roof, to be situated on

Assiniboine street. The whole will be heated with steam, and will cost \$11,000. The contractors are Sutherland Bros.

R. D. Richardson, a two-storey brick veneer dwelling on Assiniboine street, to cost \$4,000, the contractors for which are Patterson & McComb.

W. H. Lyon, a two-storey brick dwelling to be heated with steam, located on the corner of Scott and Donald streets, at an estimated cost of \$7,000. Patterson & McComb have the contract.

Ontario bank, a solid brick three-storey building, on Main street. Estimated cost, \$17,000.

Merchants bank, a brick building, corner of Main and Post-Office streets. Cost, \$13,000. Contractor, Wm. Muir.

Rev. T. L. Helliwell, four semidetached two-storey frame houses on the corner of Logan and Lizzie streets. Cost \$3,500. Contractor, Wm. McDonald.

Boyle Bros., a terrace of six two-storey houses on Ross street. Cost, \$6,500. Geo. Melvin, contractor.

Christ church, brick veneer, on Margaret street. Cost about \$11,000.

Grace Church block, a two-storey brick veneer building containing three stores and upstairs office. Cost, \$5,000. Contractors, Bell & Mackenzie.

Corner of Main and Market streets large 3 story brick building, stores and offices, 25 x 60 feet. Built for Walter James. William Brydon, contractor. Cost \$9,500.

J. M. McGregor, solid stone and brick buildings, 2 stories and basement, Queen street. Cost \$10,000. Wm. Brydon, contractor. This fine building is for the Daily Free Press Office.

Messrs. C. M. Jones and Hauser, double dwelling house on Broadway, 2 stories. Cost \$8,000. Wm. Brydon, contractor.

H. S. Westbrook, large 2 story residence on Broadway. Cost \$4,500. Wm. Brydon, contractor.

J. R. Clements, hotel on corner of Main and Rupert streets, 3 stories, 80 x 50. Cost \$10,000. Wm. Brydon, contractor.

R. Gerrie, corner of Princess and Rupert streets, the largest hotel in the City, brick, 3 stories high and fine basement, 28 x 43, with wing 60 x 146 and large kitchen 22 x 60. Cost \$25,000. Wm. Brydon, contractor. This hotel is to be occupied by Messrs. Cross & Terrat.

M. Fortune, Main street, frame building, 40 x 60. Cost \$4,000. Wm. Brydon, contractor.

Messrs. Stalker & Hutching's large wholesale house and harness manufactory, 3 stories, Main street. Cost \$4,000. Wm. Brydon, contractor.

Geo. M. Vicar, Main street, stores, 3 stories, 30 x 60. Cost \$4,000. Wm. Brydon, contractor.

M. Fortune, Princess street, stores, brick front, 30 x 40. Cost \$2,200. Wm. Brydon, contractor.

Messrs. Tait & Co., stables, Princess street, 100 x 35. Cost \$3,500. Wm. Brydon, contractor.

C. W. Sharp, terrace of six houses on Logan street, 100 x 20. Cost \$3,000. Wm. Brydon, contractor.

C. W. Sharp, private residence, 22 x 24. Cost \$1,500. Wm. Brydon, contractor.

H. Duffield, residence, Jemima street, 20 x 30. Cost \$2,500. Wm. Brydon, contractor.

James Ross, Market street, brick store, 60 x 30. Cost \$3,500. Wm. Brydon, contractor.

M. A. McLean, residence 24 x 36, with L. on Scott street. Cost \$4,500. Wm. Brydon, contractor.

James Emslie, residence Young street, 2 stories, 22 x 32. Cost \$2,000. Wm. Brydon, contractor.

Geo. Banning, dwelling-house on Rupert

street, 20 x 28. Cost \$1,500. Wm. Brydon, contractor. This property has since been purchased by Geo. Brown, Esq.

Geo. E. Fulthorpe, Rupert street, house 20 x 28. Cost \$1,400. Wm. Brydon, contractor.

A. McNee, cottage on James street east, 1 1/2 story. Cost \$1,700. Wm. Brydon, contractor.

William Olds, Jemima street, residence 20 x 26, 2 story. Cost \$1,400. Wm. Brydon, contractor.

P. McArthur, Esq., warehouse North West Navigation Co., Post Office street, office in addition, 20 x 26. Cost \$1,000. Wm. Brydon, contractor.

A. Hains, Son & Co, warehouse on Market street, 30 x 60. Cost \$800. Wm. Brydon, contractor.

H. Swinford, dwelling-house on First street, 20 x 28. Cost \$1,400. Wm. Brydon, contractor.

Mr. Wood, of Robinson & Wood, 2 houses on Jemima street, and Rupert, Gothic cottage. Cost \$1,000 each. Wm. Brydon, contractor.

Fred. Mould, cottage on Rupert street. Cost \$800. Wm. Brydon, contractor.

Mr. Jones, cottage on Logan street. Cost \$950. Wm. Brydon, contractor.

Manning & Co., Offices Main street. Cost \$700. Wm. Brydon, contractor.

A great improvement has been made in the Red Ball store by Jas. Lyster, Esq. A new front of glass has been put in, and the appearance of the store generally changed. Cost of alteration over \$600. Wm. Brydon, contractor.

Alloway & Champion refitted new offices, at a cost of \$500. Wm. Brydon, contractor.

R. Bathgate, coach houses, on Notre Dame. Cost \$500. Wm. Brydon, contractor.

Geo. Brown, Addition of L. to houses on Mary street. Cost \$400. Wm. Brydon, contractor.

R. Horstone has built a store on Railroad street for his news agency business. Cost \$400. Wm. Brydon, contractor.

Mr. Hadekes, houses on Euclid street. Cost \$500. Wm. Brydon, contractor.

Mr. Hunter, addition of L. to house on Lillie street. Cost \$300. Wm. Brydon, contractor.

J. J. Johnston has erected a blacksmith and carriage shop, 24 x 65, 2 stories, for himself. Cost \$1,500.

W. P. Johnston, house and stable. Cost \$1,600. J. J. Johnston, contractor.

Mr. Webb has erected fine boarding and livery stables on Garry street, at a cost of \$1,500.

The following buildings have been erected or in course of erection now—the plans and work being done under the supervision of Messrs. Chesterton & McNichol, architects:

Scottish Manitoba and North West Investment Co., two cottages. Cost \$1,840.

R. A. Ruttan, residence. Cost \$3,400.

The Provincial Jail will cost \$30,000, and operations are to be commenced immediately.

The Ogilvie Milling Co. are erecting the finest flouring mill in this country. The mill is situated on Point Douglas Avenue near the Railway track, and will cost, when completed, \$35,000.

Capt. Donaldson, residence on the H. B. Co. Reserve, brick. Cost \$9,000. Blackmore & Cadham, contractors.

Capt. Donaldson has almost completed a handsome building on the corner of Main and Thistle streets, four stories, and offices. Cost \$20,000. The same architects and builders.

J. Edwin Scarlett, residence. Cost \$2,000. Brick veneer.

#### CATTLE RANCHING IN CANADA.

THE BOW RIVER ENTERPRISE—DANGER OF INDIAN RAIDS.

Learning that Dr. McEachran had just re-

turned from the Bow River Country, where he and a number of other enterprising Canadian gentlemen, including Hon. Senator Cochrane and Mr. J. P. Wiser, M. P., have been establishing an extensive cattle ranche, a member of the *Herald* staff called on the doctor yesterday to learn his views regarding the probable success of the venture. Dr. McEachran stated that the company had taken up one hundred thousand acres of grazing land on the Bow River, about twenty miles north of Fort Calgary, and near the eastern base of the Rocky Mountains. They have already sent in seven hundred head of cattle, including fifty-eight thoroughbred imported English bulls. These bulls were taken by the Northern Pacific railway to Bismarck, on the Missouri River. From thence they were conveyed by steamboat to Fort Benton, and then driven across the plains to the ranche.

Q. What do you think, doctor, of the prospects of the undertaking?

A. There can be no doubt that the district comprises good grazing land. There can never be any scarcity of grass and water.

Q. Can the cattle be safely wintered there without shelter?

A. It has been demonstrated for many years that small herds of cattle can be safely wintered out of doors, and in fact found fat and almost ready for butchering in the spring. So far it is but an experiment as to whether large herds, such as we have sent into the country, can be safely wintered without shelter, as in Colorado. My own impression, however, is, that if properly looked after by the herders they can be.

Q. Of what nature are the grasses in that country?

A. The principal grass is what is commonly known as bunch grass, which grows luxuriantly on the rolling lands around the Foot Hills. It covers the soil like a thick mat, and affords excellent grazing. In many places the wild vetch is also found. This grass makes excellent food for cattle, especially in summer. On the lower and more moist lands is to be found another nutritious grass, called the blue-joint grass, which somewhat resembles English rye grass. On the higher lands wild timothy grows also, but not to any great extent.

Q. You do not anticipate any danger from droughts, then?

A. None at all. Owing to its proximity to the Rocky Mountains, where the rainfall is heavy, the country is thoroughly watered. The streams in the vicinity are quite numerous.

Q. Is the enterprise likely to prove profitable?

A. By careful management I think it can be made profitable.

Q. What are the prospects of markets?

A. At present, and probably for the next few years, there will be a fair local demand by settlers coming into the country and by the Government for the Indians and Mounted Police. But the market for the surplus cattle of such a large ranche is as yet in prospect, and will depend on the settlement of the country.

Q. You think, then, that ranche cattle cannot be exported profitably?

A. It has not yet been found that grass-fed cattle can be transported long distances and stand a sea voyage. They are found to diminish in flesh very rapidly.

Q. What are then in your opinion the chief dangers to be encountered?

A. The chief danger will be the Indians, who, unless properly fed and judiciously

managed, may at any time make raids and carry off our cattle. So far, however, cattle stealing in that country is unknown, and we do not anticipate any immediate trouble on that account. The Government will be bound, in the interests of the country, to care for the Indian, and promote peace between him and the white settlers. The Indians are sometimes annoyed by the actions of the white squatters. These men generally have but little respect for their Indian neighbors. Some injudicious conduct on the part of the settlers may lead to a general quarrel; and as there are fully eight thousand Indians in the vicinity, and only three hundred policemen, our cattle and herders would be at the mercy of the redskins.

Q. Where are your cattle obtained?

A. Excepting those imported from England the cattle were purchased in Montana.

Q. Is there no danger of blizzards or destructive storms in that section?

A. In the vicinity of Fort McLeod violent storms are frequently experienced; they seldom occur further north in the Bow River region.—*Montreal Herald.*

SOIL.

The following analysis of Manitoba soil has been frequently given:

ANALYTICAL LABORATORY, SURGEON'S HALL, EDINBURGH, 14th December, 1876.

*Analysis of Sample of Manitoba Soil.*

Moisture.....	21.364	
Organic matter containing nitrogen equal to ammonia, 23 ..	11.223	
Saline matter:		
Phosphates.....	0.472	
Carbonate of lime.....	1.763	
Carbonate of magnesia.....	0.937	
Alkaline salts.....	1.273	
Oxide of iron.....	3.115	7.560
Silicious matter:		
Sand and silica.....	51.721	
Alumina.....	8.132	59.853
		100.000

The above soil is very rich in organic matter, and contains the full amount of the saline fertilizing matters found in all soils of a good bearing quality.

(Signed,) STEVENSON MACADAM, M.D.

Lecturer on Chemistry, &c.

But it may be interesting to know the general depth of the black loam, and for that reason the following particulars are given. There are 39 localities given, which gives an average depth of about 3 feet of good soil in this Province.

Benj. Hartley, St. Charles—Depth black loam, 16 to 20 in.

Hayward Swain, Morris—Depth black loam, about 3 feet.

Arch. Gillespie, Greenwood—My farm is chiefly brush land. The soil is good.

Wm. Eagles, Stonewall—Depth of black loam, 4 feet.

S. C. Higginson, Oakland—Depth of black loam, 2 feet

J. Sutherland, Kildonan East—Depth of black loam 3 to 10 feet.

Allan Bell, Portage la Prairie—Depth of black loam, 18 in. to 2 feet.

Jas. Stirton, Nelsonville—Depth of black loam, 18 in. to 3 ft.

Robt. E. Mitchell, Cooks Creek—Depth of black loam, 6 in. to 3 ft.

Jas. Stewart, Meadow Lea—Depth of black loam, 1 to 3 feet.

Jno. Ferguson, High Bluff—Depth of black loam, about 2 feet with a clay sub-soil.

FIRST SEEDING.

There appears to be some diversity of opinion as to the best seed to sow after breaking land, but the following experience of farmers on the subject may be of service:—

Hayward Swain, Morris—A fine crop can be obtained the next season after breaking. Wheat should be sown.

Arch. Gillespie, Greenwood—We can sow wheat on the first breaking.

Wm. Eagles, Stonewall—A fair crop can be obtained the next season. Wheat or oats should be sown first.

S. C. Higginson, Oakland—A fair crop can be had the first year after breaking. Wheat, oats or barley.

J. Sutherland, Kildonan East—A fair crop 12 months after breaking. Any seed may be sown.

Jas. Airth, Stonewall—A fair crop can be had in 2 years. Wheat or oats.

E. W. Johnston, Springfield—A fair crop in 14 months. Any seed.

Robt. Fisher, Cooks Creek—A fair crop next season. Wheat or oats sown first.

J. W. Adshad, St. Charles—A fair crop in one year. I do not like to sow in new ground.

Jno. Brydon, Portage la Prairie—A fair crop the following year. Wheat sown first.

Arthur J. Moore, Nelsonville—A fair crop in one year. All grain does equally well.

Ben. J. Chubb, Nelsonville—A fair crop the first year. Oats should be sown first.

John Goddes, Kildonan—A fair crop 10 months after breaking. Wheat, barley or oats sown first.

A. McDonald, Gladstone—A fair crop the first year after breaking. Sow wheat first.

John Kelly, Morris—A fair crop the second year. Sow wheat or oats first.

Jas. D. Stewart, Cooks Creek—A fair crop the second year. Sow Scotch wheat first.

Average yield of oats... {	1877	1878	1879	1880
	59½	59½	58	57½

The comparison between the Canadian North-West and the same of the American States is as follows:

Canadian North-West—say—	average.....	57 bush per acre.
Minnesota.....	37	" "
Iowa.....	28	" "
Ohio.....	23	" "

Average yield of wheat, including that on newly broken land, for 1877, 1878, 1879, 1880

Average yield accord- } Acre. Acre. Acre.	ing to the above.....	26½	26½	26½	29½
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In comparison with the above, the following are the average yields of some of the principal wheat-growing States in the Union:

Minnesota.....	17 bushels per acre.
Wisconsin.....	14 " " "
Pennsylvania.....	15 " " "
Massachusetts.....	16 " " "

Average yield of barley } 1877 1878 1879 1880	
	40½ 36 37 2-3 41

The following is a comparative statement of the barley product of our North-West and of some of the American States:

Canadian North-West, say—	40 bush per acre.
Minnesota.....	25 " " "
Iowa.....	22 " " "
Wisconsin.....	20 " " "
Ohio.....	19 " " "
Indiana.....	19 " " "
Illinois.....	17 " " "

Average yield of peas... {	1877	1878	1879	1880
	32	34	32½	38½

There is not much rye grown in the North-West as yet, but the experience of Mr. Becksted, as given below, proves that it can be grown to advantage.

A. V. Becksted, Emerson, 30, 40, 40, 40, 60.

Average yield of pota- {	1877	1878	1879	1880
toes.....	304	398	302	318

The highest amount is a yield of 600 bushels, the lowest 100 bushels.

SEEDING AND HARVEST—WHEAT AND OATS.

Rockwood.....	20th April to 1st May.....	10th to 20th of Aug.
John Hourie.....	20th April, 20th May.....	8th of August.
Joseph Dodds.....	Middle of April.....	Beginning of Aug.
Alex. Adams.....	Middle of April to last of May.....	12th August.
Jno. Fraser.....	20th April.....	1st to 15th August.
Jas. Davidson.....	20th April to last of May.....	2nd week in August.
Geo. Jenkins.....	Last of April to 10th of May.....	From 10th to 25th of Aug.
W. C. Graham.....	18th to 30th April into May.....	From 10th Aug. to last.
W. A. Farmer.....	Middle of April to 1st of May.....	Middle of August.
H. McDougald.....	20th April into May.....	10th August.
R. S. Jackson.....	From latter end of April into May.....	About 20th August.
J. Sutherland (senator).....	April 20th to May 20th.....	August.
James Stirton.....	1st week in May.....	Latter end of August and 1st Sept.
Jas. Mathewson.....	April and May.....	12th August.
Jno. Jas. Edwards.....	Latter part of April into May.....	About middle of August.
Wm. Allan Mann.....	Middle April until 3rd week in May.....	August.
Jas. Laurie.....	20th April to 24th May.....	From 1st August.
Peter Ferguson.....	10th April to 15th of May.....	2nd week in August.
G. V. Fitzgerald.....	From 1st April.....	About 1st August.
Geo. Taylor.....	15th April to 15th of May.....	15th to 20th August.

Barley is sown a little later than wheat and oats.

RIGNEY & CAREY,

Wholesale Grocers

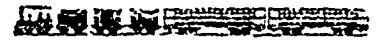
—AND—

LIQUOR DEALERS,

WINNIPEG

AND

PORTAGE LA PRAIRIE



Notice.

The undersigned is prepared to receive applications from responsible persons for leases or locations for Elevators or Grain Warehouses at the several stations of the Railway and of its Branches; to be granted upon conditions securing the convenience of the public and at nominal rentals.

By order of the Board.

A. B. STICKNEY,  
General Superintendent.

## CORN.

It has frequently been stated that corn could not be raised successfully in this country, but the following few instances go to disprove this statement. Corn, however, has not been tried to any great extent by our farmers, as other crops are more remunerative.

- G. V. Fitzgerald, Ridgeville—I have raised corn in the garden successfully.
- Fred. T. Bradley, Emerson—The hardy varieties of corn do well.
- A. J. Moore, Nelsonville—I have raised corn in small quantities.
- Simon Ballantyne, West Lynne—I have never raised corn, but it is successfully grown in sheltered places.
- J. D. Stewart, Cook's Creek—I have tried a small quantity of corn which succeeded.
- Andrew Dawson, Headingly—I have grown corn for our own use, and it turns out successfully.
- F. H. Brown, Poplar Point—I have grown a small quantity of corn for my own use; it did well.
- Geo. A. Tucker, Portage la Prairie—I have raised some kinds of corn successfully.
- A. V. Becksted, Emerson—I did not sow much, but had a very good crop.
- A. C. Harvey, Poplar Point—I have raised corn successfully in small quantities.
- Geo. Turner, Lower Fort—Have raised corn successfully in small quantities.
- J. E. Maley, Morris—Ditto.
- Andrew Hepburn, Emerson Ditto.
- Gardner Granby, High Bluff—I have tried a little corn in the garden and it did well.
- Jas. J. Vidal, Headingly—Corn grows very well.
- Jno. Turner, Headingly—I have raised small quantities, which did very well.
- Andrew Nelson, Stonewall—Have raised good garden corn. It ripened fully.
- Wm. Hill, Woodlands—Have raised corn successfully in small quantities.
- Jas. Davidson, High Bluff—I have raised some corn this year which looks well.
- Henry Hodgson, Springfield—I have raised native corn successfully.
- Jno. A. Lee, High Bluff—I raised some yellow corn last year. It grows very fast, but it is short.
- Louis Diensing, Emerson—Corn does well, but must be planted early.
- W. A. Farner, Headingly—Have raised a little corn in the garden. Sweet corn ripened every year.
- Robt. Bell, Burnside—Have raised native corn successfully.
- Henry West, Clear Springs—I have raised corn successfully.
- Jno. McKinnon, Portage la Prairie—Have only tried a few hills of corn, which did well.

## SUPPLY OF WOOD.

The great difficulty of farming in a prairie country is generally to be found in the scarcity of wood for fuel and building purposes. The wire fence is now taking altogether the place of rails, and therefore the want of the latter is not now so much felt. Out of about 190 cases of farmers throughout the whole Province of Manitoba there were only one or two that complained of the scarcity of wood. Manitoba and the North-West are exceptions to the general rule of Prairie countries inasmuch as there are numerous groves and lines of forests interspersed throughout the country. Almost every farmer is thus able to obtain a wood lot in close proximity to his farm. The following statement, it will be seen, are from nearly every portion of the Province:

Benjamin Hartley, St. Charles—We have no difficulty in obtaining stove-wood. Use wire for fencing; cheaper.

- Jno. Dilworth, jr., High Bluff—I get all within  $\frac{1}{2}$  mile.
- Arch. Gillespie, Greenwood—There is plenty on the farm.
- Wm. Eagles, Stonewall—No difficulty in obtaining wood.
- S. C. Higginson, Oakland—Plenty of firewood and fencing, but a long way to draw it.
- Jno. Sutherland (Senator), Kildonan East—No difficulty whatever in obtaining wood.
- Allan Bell, Portage la Prairie—Cord wood \$1.75 per cord; rails \$3 per 100.
- James Stirton, Nelsonville—Within easy distance of poplar and oak timber.
- Robt. E. Mitchell, Cook's Creek—Wood plentiful from 1 to 2 miles.
- Jas. Stewart, Meadow Lea—Plenty of wood handy.
- R. Black, Bird's Hill—Wood is not easily obtained, but we have never been cold owing to the want of it.
- Wm. Corbett, Springfield—No difficulty in obtaining wood.
- G. V. Fitzgerald, Ridgeville—Ditto.
- George Taylor, Poplar Point—Wood can be got, but not very conveniently.
- Isaac Casson, Green Ridge—No difficulty in obtaining wood.
- F. T. Bradley, Emerson—I reside upon the prairie and have no wood, but have no difficulty in obtaining it.
- Jas. Fleming, West Lynne—Plenty of firewood; building timber scarce.
- B. J. Chubb, Nelsonville—No difficulty in obtaining wood.
- Arch. McDonald, Gladstone—No difficulty in obtaining wood.
- Jno. Kelly, Morris—Plenty of wood.
- Dugald Gillespie, Plympton—No difficulty in obtaining wood.
- C. Empson, West Lynne—I have 50 acres of bush; use wire fencing.
- Jno. Smith, Westbourne—Half my lot is timber, poplar, oak, ash, elm, &c.
- Andrew Dawson, Headingly—Have never had any difficulty in getting wood.
- G. A. Perrin, Ridgeville—Have never had any difficulty in getting wood.
- D. A. Cadenhead, Scratching River—Have no difficulty at present in obtaining wood.
- A. J. Hinker, Green Ridge—Have no trouble whatever in getting what wood I want.
- G. Turner, Lower Fort—A good supply for fire and fencing, but not much for building.
- Chas. Begg, Stone Fort—Plenty of fencing and firewood; building logs scarce.
- John Hall, St. Anne du Chene—Plenty of wood for all purposes.
- T. B. Robinson, Rockwood—No difficulty in obtaining wood; some on my farm, more four miles distant.
- Jas. J. Vidal, Headingly—No difficulty in getting wood for every purpose.
- Wm. Hill, Woodlands—No difficulty in getting wood.
- W. A. Mann, Bird's Hill—Wood in abundance.
- Neil McLeod, Victoria—No difficulty in getting wood.
- A. Adams, Clear Springs—An unlimited supply of wood.

## WEATHER.

From every report received from farmers the following weather as a rule prevails during seed time and harvest:—

SEED TIME.—Dry and pleasant. No rain of any consequence falls till June, when sowing has been fully completed.

HARVEST.—As a general rule the weather during harvest time, especially the latter part of August and September, is beautifully, clear and pleasant. It seldom happens that rain interferes with the harvesting, or does any damage to the crops after they are cut.

## STATEMENTS OF RESIDENT FARMERS.

The following statements from farmers resident in the Province, as to their general experience, will prove useful.

I can tell from experience that all root crops grow to a very large size here, better than I ever saw in any other place, with the same care. All those that I have had experience with, such as turnips, carrots, mangold wurtzel, beets, onions, potatoes, cabbage, tomatoes, melons, cucumbers, citrons, corn, beans, all these grow splendidly here. The time to gather them is from the first to the middle of October. The time for sowing from 1st to 15th May, and I have seen some do well as late as the middle of June.—D. McDougall, Meadow Lea.

The month of September is the most favorable for settlers to come in, and in no case should they come earlier than May. Let them bring good, medium-sized, close-made horses with them. Have been here eight years and know the requirements pretty well.—NELSON BROWN, High Bluff.

Flax and hemp have been grown successfully in this Province, and manufactured by hand, many years ago both by myself and several other old settlers. I have seen stalks of hemp grow twelve feet high.—JOHN SUTHERLAND (Senator), Kildonan.

I finished breaking last year about the 3rd August, and there is a good crop of wheat on it this summer, without having ploughed the land again.—ROBT BELL, Rockwood.

A settler should try to get on his place by the beginning of May, to enable him to put in a small crop of oats, potatoes, etc., but not wheat. I should then break sufficient land for next year's crop, turning it, back in October.—F. W. AYLMER, St. Leon.

I moved on my place in May and have just began to break, and make hay. I have a nice little shanty now to stay in for the winter. I have been a year and four months in Manitoba, and have watched crops and farming very carefully. As one instance, I may say, that on my way to Emerson from my farm, I came by the Parren farm. His crops looked as well as any that were broken last year, and he said that he ploughed this spring for all, and ploughed five inches deep.—J. S. P. CASLEY, Ridgeville.

Any man with five hundred dollars, willing to work, can soon be independent here.—ALEX. ADAMS, Clear Spring.

Strawberries, currants, gooseberries, raspberries, and in fact all small fruit bear in the greatest abundance, and give every promise of being very profitable.—W. A. FARMER, Headingly.

I came to this country in 1873 with thirty dollars in my pocket, ten of which I paid for my homestead entry. It is two years since I began to cultivate my present place, and I have seventy-four acres under cultivation, with a substantial house and other fixtures, and if I wanted to sell could get more than \$3,000 for only one of the  $\frac{1}{2}$  sections of my farm. Everything I own I have taken out of the soil. A young man with \$300 can make a start and do well in this country.—JOHN A. LEE, High Bluff.

I have been in Scotland, England, United States and Ontario, and this country beats them all for large, good potatoes.—ROBT BELL, Burnside.

I would suggest that intending settlers in the North-West, who come and settle down on the prairie, should break up an acre or two of land around where they build on the west, north and east, and plant with maple seeds. Plant in rows four feet apart, the seeds to be planted one foot apart. They afterwards can be thinned out and transplanted. I have them twelve feet high from the seed in four years, and they form a good shelter. I find, after a residence of nine years, that this country is well calculated for raising the different kinds of grain sown by farmers.—JAMES STEWART, High Bluff.

Agricultural Implements are reasonable, and can be bought cheaper than by individual importation.—JOHN FRASER, Kildonan.

Had twenty-eight acres in crop last year and had 1,100 bushels of grain; sold \$450 worth of

grain, beside seed and feed for my team, and our bread. Had one field of five wheat last year which yielded forty bushels to the acre.—JAS. DAVIDSON, High Bluff.

By breaking about two inches deep in June and turning back in the fall, getting up all the sub-soil you can, is the best way for the following spring crops.—EDWIN BURNELL, Nelsonville.

Timothy, White Dutch and Alsike clover grow well here. I have now just cut a crop of seven acres that will average two and a half tons to the acre; and have thirty acres seed down for next year.—JAMES BEDFORD, Emerson.

I sowed wheat in 1879 on 11th of April and cut the same on the 11th August, which yielded between thirty-five and forty bushels to the acre. The five different kinds of wheat that I have are all doing well. I sowed out this year on 27th of April, and they will be ready on the 14th July.—JOHN GEORGE, Nelsonville.

The falls are open for ploughing until from the 1st to 12th November. Cattle will feed out on the plains until 1st December as a rule.—THOMAS SISSONS, "Maple Farm," Portage la Prairie.

I have been in the province nine years, and would not return to Ontario or any other part of Canada to make a living. I have prospered better here, with less manual labor or trouble than I could possibly do elsewhere. The soil is good; the climate is excellent, and everything is in prosperous condition.—JAS. F. VIDAL, Headingly.

I have grown flax here for seven years, equal to any I ever saw in Ontario; and I have grown timothy for the last year, and have got from two to three tons per acre.—THOS. DALZELL, J.P., High Bluff.

I have about 3,000 red, white and black currant and Houghton seedling gooseberry bushes, bearing, which are all a sure crop here.—W. B. HALL, "The Hermitage," Headingly.

I never knew crops to fail in this country, only when destroyed by grasshoppers, and that was only twice that I know of during my lifetime, now fifty years.—ROBERT SUTHERLAND, Portage la Prairie.

I have seen all kinds of seed grown here with the very best success, but you require to plough deep on low land in order that when we have heavy showers the water may soak down through below the roots of the crop, grain especially. Shallow ploughing is a great drawback to low land, for the nights in the spring are rather chilly, and if the water is allowed to remain above the roots it sometimes checks growth.—BENJ. HARTLEY, St. Charles.

In the year 1880 I sowed the first of my wheat on the 3rd of March and will be ready about the 12th August.—ALEX. POLSON, Jr., Kildonan.

I have sometimes weighed roots here and found them to surpass any I ever grew in Canada. I do not think it would do much good to the immigrant who intends to come here telling him the weights, as he would hardly believe it; it is enough for him to know that this country can produce as much grain to the acre and more roots, with less cultivation, than any part of Canada I am acquainted with, and I have farmed in South Ontario, Township of Pickering, and in Scarborough, East York, two townships for farming purposes that cannot be surpassed in Canada. I might state that the last 3 seasons I have been successful in growing timothy as a hay crop, have had from 1½ to 2 tons per acre.—GEORGE TRIBURNY, High Bluff.

On breaking, plough shallow, wide and evenly. "Backset" in the fall, going two inches below the breaking, and splitting the furrow by breaking. Don't fence breaking till last moment. Allow cattle access; they keep down weeds and the sod rots more rapidly. Drive over it, tramp it down; don't spare it till the grain is up. Grain should always be put in as fall wheat is put in in Ontario: narrow lands; waterfarrowing; "off-take" furrows and "off-take" ditches.—THOS. B. ROBINSON, Rockwood.

I sowed rhubarb seed in May and had rhubarb stalks eighteen inches long in August of the same year. I have sugar cane growing now (July) over three feet high.—PHILIP MCKAY, Portage la Prairie.

We have gathered two hundred and seventy citrons from a piece of ground sixteen feet square.—JNO E. MALRY, Morris.

Have grown buckwheat successfully. Some of my neighbors have very good crops of timothy, both last year and this.—ARTHUR J. MOORE, Nelsonville.

Roots and vegetables can be grown here as well, or even better, than in England; and as that is our native place we should be able to judge.—W. H. J. SWAIN, Morris.

We expect to have a very plentiful garden supply this year. Though we sowed later than usual (sowing generally in April), as late as May and June, yet all is coming on well. Cucumbers, growing in the open air, we have already gathered in July; and melons and tomatoes we expect to have in any quantity, the end of this or beginning of next month. Wild strawberries and raspberries, and many other kinds of fruit are to be had in great quantities. The soil we find is rich, and capable of growing everything that we have yet tried, and that without any trouble. We plough the garden; and for any really fine work that is needed we use the spade. Since Manitoba has begun exhibiting her products, we take a greater interest in our gardening, and in another year may be able to give you better and fuller information.—ANDREW DAWSON, Headingly.

#### CLIMATE AND CAPACITY FOR SETTLEMENT OF CENTRAL CANADA.

Extract from Consular Report of June 30, 1879, on "Commercial Relations," published by U. S. State department:

All recent information confirms my former impressions that an area as large as four States of the size of Minnesota, with equal capacity for the production of grain and animals, extends west of Lake Superior to the Rocky Mountains, and from latitude 49° (the international boundary) to latitude 55° due north of Winnipeg and to latitude 60° near the Rocky Mountains. Careful meteorological returns shows that the season of vegetation from April to August inclusive) at Battleford, on the Saskatchewan River, 1,200 miles northwest of St. Paul, is warmer than at Toronto. I repeat this comparison, including observations at St. Paul and Winnipeg.

LOCALITY	LAT.	LONG.	MEAN. TEM.
Toronto	41	79	57.65
St. Paul	45	93	65.05
Winnipeg	50	97	58.19
Battleford	53	109	58.53

Thus it will be seen that the climate in its relation to agriculture is warmer in Manitoba and over territory 700 miles northwest than in the most central districts of Eastern Canada, while St. Paul, in latitude 45, is 7 deg. 40 min. warmer than the vicinity of Toronto in latitude 44°.

I am informed that observations at Fort McMurray, on the Athabaska River and Fort Vermillion on Peace River—latitudes 57° and 59°—exhibit the climate at these points as not materially different from Battleford. The altitude of the Athabaska and Peace River Districts is less, and the trend of the Pacific winds through the Rocky Mountains is more marked than at Battleford. It was on the banks of Peace River, well up to latitude 60°, that Sir Alexander Mackenzie records, on the 10th of May, the grass so well grown that buffalo, attended by their young, were cropping the uplands.

But I find my best illustration that the climate is not materially different west of Lake Athabaska, in latitude 60 deg., than is

experienced West of Lake Superior in latitude 47 deg. in some personal observations of the northwestern extension of wheat cultivation. A leading manufacturer of flour in Minnesota visited Manitoba, seeking a change of seed, the wheat grown in his neighborhood having lost its flinty texture. He found the quality he desired, but the yield astonished him. He found three well-formed grains in each group or cluster forming the ear; while in southern Minnesota the rule is two grains; and I have since received heads of wheat from Prince Albert, a Saskatchewan settlement in latitude 53 deg., longitude 106 deg., and from Fort Vermillion, on Peace River, latitude 59 deg., longitude 108 deg., from each cluster of which I separated five well-formed grains. In the most remote locality—as far northwest of St. Paul as Norfolk, in Virginia, is southeast, the perfection of the wheat plant is attained in pursuance of the well-known physical law, that the greatest yield of a plant is near the northernmost limit of its successful growth. I will also state, as a further climatic illustration, that at Fort Vermillion, cucumber seed, planted in the open ground in May, matured fruit on the 20th of August.

The foregoing statements are confirmed, or were rather anticipated, by the testimony of Blodgett's Climatology of North America, as follows:—"A line drawn from Thunder Bay, on Lake Superior, northwest to the MacKenzie River, at the 60th parallel, and from that point to the Pacific coast at the 55th parallel, would include an immense district adapted to wheat." Mr. J. A. Wheelock, first commissioner of statistics in Minnesota, said long since, "Minnesota and the country northwest of it is the best wheat district, having the largest average yield, the most certain crops, and the best and healthiest grains," and quite recently the latter authority has recorded the opinion that "in the Hudson Bay territory, outside of the old Provinces, 200,000,000 acres are adapted to wheat raising."

Over the whole of the extensive district the conditions are equally favorable to the production of domestic animals. The climate gives health and weight; the grasses preserve their nutritious qualities through winter, being north of the permanent snow line; hay of the best quality can be cheaply secured, and the necessity of feeding cattle is the same in Missouri and Illinois as in the Red River valley. Sheep, when dressed for market, often weigh 80 pounds, occasionally 100 pounds with increased weight and fineness of the wool, while as to horses, it seems incredible that they find their only and ample sustenance upon native grasses. The buffalo and horse toss and paw the snow till the grass is reached—an instinct which cattle have hardly developed. I am fully impressed, by the evidence, that the whole territory above described is destined to produce vast herds of cattle, superior in weight and quality to animals of lower latitudes. Grain and cattle, bread and meat, will be the great staples of the Winnipeg basin.

In this connection, I should not omit to add that the localities of Central Canada already mentioned on the line 1600 miles northwest of St. Paul—Battleford, Prince Albert, Fort McMurray, Fort Vermillion, including the better known Fort Edmonton, are all west of longitude 105°, and are in direct line with Denver City, Great Salt Lake and even Virginia City, yet at none of the more northern positions is there any necessity of irrigation. It is the crowning feature of the "Fertile Belt" which broadens



with reduced altitudes and constant air currents from the Pacific coast, that the immense trapezoid, whose apex is bounded on the Mackenzie, has a sufficient quantity of summer rains for all the purposes of agriculture, as organized in the Atlantic and Mississippi States.

I regard this region as a geographical division of the Mississippi Valley. Geologists are of the opinion that in a primeval epoch the whole Red River basin was an extension of Lake Winnipeg, with the Saskatchewan River for its inlet and the Minnesota and Mississippi rivers for its outlet to the Gulf of Mexico; and from the gulf to the Arctic Ocean, along the trough of greatest depression, the only elevation over 800 feet is upon the narrow divide of waters in Northern Minnesota. Of this general direction are the prevalent winds—a flow almost tidal in the regularity of movement from south to north or reversely. With the developments of civilized occupation a great natural commerce must follow; the exchanges between the cotton zone of the Southern States, the corn zone verging upon the shores of the great lakes, and the wheat zone ranging as far north as in Europe. These exchanges of dissimilar products will, in all probability, constitute the bulk of the domestic trade of the interior of North America.

#### COAL BEARING DISTRICTS OF NORTH AMERICA.

From the Canadian North-West, January, 1890.

In determining the districts in the comparatively unexplored west where, by physical analogies, coal-bearing measures are likely to be developed, it will be convenient to take for a starting point the Laurentides Hills, or the Laurentian chain of Mountains. They are described as a rugged range, with an average height of 1,300 feet, skirting the north bank of the St. Lawrence river, in the lower part of its course, and extending from Labrador to the vicinity of Quebec, where they leave the river, but still keep nearly parallel with it until about thirty miles west of Montreal, when, skirting the Ottawa for about 100 miles, they cross it and curve round to near Kingston and into Northern New York, whence the range extends northwestward to the shores of Lakes Huron and Superior, which are skirted on the north. In the same general direction the Laurentian formation may be traced to the shores of the Arctic Ocean, along the eastern borders of the Lake of the Woods and Lakes Winnipeg, Athabasca, Great Bear, Great Slave and Great Bear. Constantly associated with the crystalline, trappian and metamorphic rocks which characterize the Laurentides, long ridges of granite often intrude with many evidences of eruptive or igneous agencies. With their curved lines of 3,000 miles, like a scimeter with the handle resting on the coast of Labrador, and the point touching the Arctic coast, on the eastern border of the interior basin of the Mackenzie river, they constitute a "plutonic chain," a "main axis of dislocation," to repeat terms used by Prof. David Dale Owen in his survey of Northern Minnesota in 1850, from which southward and westward geologists trace the later sedimentary rocks, especially those fertile and valuable deposits of limestone, which are characterized as silurian and devonian.

Sir Roderick Murchison has frequently advanced the opinion that the productive gold districts of the world occur where the silurian, and perhaps the lower strata of

devonian, rocks are in contact with, or have been penetrated by green stones, porphyries, serpentine, granitic and other rocks of the primary formation. Gold, especially when true to its original matrix, is found to occur chiefly in veins or lodges of quartz rising from beneath and cutting through the secondary strata or beds of which the surface was previously composed. Indeed, as English explorers trace this contact of primary and silurian formations along the basins of the Lake of the Woods and Lakes Winnipeg, Athabasca and Slave and the channel of the Mackenzie river to the Arctic Ocean, it becomes an interesting problem for future solution whether the auriferous deposits of Alaska and British Columbia may not be extended with various degrees of productiveness along the flanks of the crest which separates the waters of the Gulf of Mexico and St. Lawrence from those of the Arctic Ocean and Hudson's Bay, quite as the discoveries of this century have followed the Ural mines eastward through Siberia to the Pacific.

But we must avoid digression. The general mineral wealth of the Laurentides is a fruitful topic, but its consideration must yield to the inquiry of their relation to coal-bearing districts.

Above the granitic intrusions of the Laurentian chain, although broken and tossed by volcanic upheaval and mineral infusions, geologists identify the earliest sedimentary formation—known as cambrian—but closely following it are the silurian strata of Quebec, New England and New York, now classified into a dozen lithological groups, until we reach southeastwardly the chambers of the coal chiefly in the mines of Cape Breton and Nova Scotia, and partially in New Brunswick, while southwestwardly, hardly 300 miles distant from Montreal, the devonian or carboniferous formation of Pennsylvania, with its wealth of anthracite is reached, and its development west of the Alleghanies, with less valuable deposits of bituminous coal, can be followed through Ohio, Kentucky, and other districts of Appalachian chain.

We have reached the Laurentides due northwest from Lake Superior, with a sharp angle of deflection from its eastern direction; but it may not generally be known that not far from Thunder Bay a granite cape plunges south west through Northern Minnesota, and is visible above the drift of the glacial period at St. Cloud, Redwood, on the Upper Minnesota, and even to the north west angle of Iowa, at Sioux Falls. From this primary formation, with a general direction of south east, the bluffs of the Minnesota and Mississippi reveal the silurian strata of the New York geological survey, and after passing Illinois and Iowa we reach again the carboniferous formation. The analogy to the geological interval between the primary or Laurentian Adirondacks of Northern New York and the coal bed of the Alleghany range, has become satisfactorily established by Owen's survey, nor is the distance greater—about 300 miles on an air line in each case.

Let us push our geological analogies in another direction. How is it north and west? In the vicinity of Otter Tail Lake and on the rapids of the Red River of the north, Prof. D. D. Owens discovered ledges of limestone in place, containing fossils which he identified with the lower silurian rocks of New York and the magnesian limestone of the Mississippi bluffs, near St. Paul, while below Pembina other limestone rocks revealed fossils of a still later epoch, two

degrees higher in the scale of Owen than the limestone ledges at St. Paul. "About twenty miles below (north of) the mouth of the Assiniboine," Owen informs us, "a considerable amount of rock has been quarried, containing fossils identically the same which occur in the lower part of F. 3 in Wisconsin and Iowa (the bluffs at St. Paul are F. 1 on the Professor's scale), in the blue limestones of Indiana, Ohio, Kentucky and Tennessee, and also in the lower silurian of Europe. The *coscinopora* is precisely the same as the eboral which is particularly characteristic of the lower beds of the upper magnesian limestone of Wisconsin." I produce these observations of thirty years ago not for their novelty, but to illustrate more recent discoveries in the fertile belt of Central British America.

The extension of settlements to the Black Hills and of the Northern Pacific Railroad beyond the Missouri River, have developed immense beds of lignite coal—characteristic of the tertiary formation—and Canadian exploration has traced these beds north to the valley of the Souris or Mouse river, and thence westward near the international line to the Rocky Mountains, where they join the broader carboniferous formation which flanks the Rocky Mountains from New Mexico, in latitude 35 deg., to the mouth of the Mackenzie River, in latitude, 70 deg.

But between the silurian development of the Red River district and the immense Saskatchewan basin, and the cretaceous and tertiary formations which contain these beds of lignite, where are the devonian rocks—the true coal measures? Can these be a total fault? It seems incredible; and with the progress of exploration and settlement, I shall confidently anticipate that they will be discovered and exploited for the coming population of the great northern interior of this continent.

But for the present public attention is directed to the lignites of the west. In the vicinity of the Rocky Mountains they have long been noticed and described by travellers. The lignite beds of the Upper Missouri were noticed by Lewis & Clark, in 1803-4; those of the Laramie plains, now in Wyoming, by Fremont in 1812; those of the Raton Mountains, in New Mexico, by Gen. Emery, in 1848. Recurring to North West British America, Sir George Simpson, in his Overland Journey Around the world in 1841-2, describes "a seam of coal near Fort Edmonton ten feet deep, which has been traced for a considerable distance along both sides of the North Saskatchewan River." But the reader cannot fail to be interested in some notes of Sir John Richardson's observations and enquiries upon the subject of coal in the valleys of Mackenzie and Peace Rivers. "The coal when recently extracted from its bed," he observes, "is massive, and most generally shows the woody structure distinctly. Different beds, and even different parts of the same bed, when traced to the distance of a few hundred yards, present examples of 'fibrous brown coal,' 'earth coal,' 'conchoidal brown coal' and 'trapezoidal brown coal.' Some of the beds have the external characters of the compact bitumen, but they generally exhibit on the cross fracture concentric layers, although from their jet-like composition the nature of the woody fibres cannot be detected by the microscope. Some pieces have a strong resemblance to charcoal in structure, color and lustre." In 1845, Sir John Richardson thus speaks of the Arctic slope of Central Canada in a communication published in the Journal of the Geographical Society: "These countries,

explored by the expeditions of Sir John Franklin and Captain Back, are rich in minerals; inexhaustible coal fields skirt the Rocky Mountains through twelve degrees of latitude; beds of coal crop out to the surface on various parts of the Arctic coast, and the Mackenzie River flows through a well-wooded tract, skirted by metalliferous ranges of mountains, and offers no obstruction to steam navigation for upwards of 1,200 miles."

The Geographical Survey of Canada, now in progress under the direction of Mr. Selwyn, has reduced the imperfect testimony of travellers to a scientific certainty. In two successive reports Dr. G. M. Dawson has embodied valuable information in regard to the coal deposits of Vancouver Island, which extend to Bellingham Bay, Washington Territory, and quite recently, of Queen Charlotte's Island, which is also developed in the Aleutian Islands and probably on the mainland of Alaska. The coal in the latter localities is anthracite, while the deposits at Nanaimo, on the eastern coast of Vancouver, and at Bellingham Bay, Washington Territory, are a superior quality of bituminous. San Francisco and California finding the Mt. Diably deposit insufficient and inferior in quality, rely almost exclusively upon the mines at Nanaimo and Bellingham.

This paper should not close without some reference to recent intimations from Dr. Bell in regard to the geological indications north and east of the Laurentian chain South and west we have ascended the geological horizon, until we have recognized more extensive formations of coal than the continent of Europe has disclosed; and all analogy would suggest similar formations with corresponding developments in the opposite directions. Such discoveries we now hear to be in reserve for us, when Dr. Bell's reports shall be fully published. The whole vicinity of Hudson's and James' Bay consist, in all probabilities, of extensive districts of silurian and devonian origin and characteristics, and if so, they will, like the equivalent regions of Northern Europe, be found rich in coal and iron, with sufficient capacity for agriculture to bring the new North East of the continent into the circle of the world's activities.

#### OUR WHOLESALE TRADE.

**The Strides Which Some of the Manufacturers and Jobbers have made in Winnipeg During the Past Year.**

**The Future Full of Promise.**

**Some Statistics Respecting Our Imports and Exports.**

**The Commercial Metropolis of the West.**

The immense strides being made in jobbing and business generally in this city, notwithstanding the heretofore great lack of railway facilities, are attracting a great deal of interest throughout Canada and elsewhere, and the future seems destined to witness many large additions to our already immense and developing commerce. The mercantile and commercial interests are even in their infancy, but the trade in the North-West is rapidly developing and assuming enormous proportions. The imports from the other provinces are surprisingly large, and we may mention that in one day over \$40,000 worth of boots and shoes were entered at the custom house here.

The wholesale trade and manufactures are the principal necessities of a city's stability,

and it is deemed as very mild and modest to accord our fame as being beyond the reach of a counter current, and assuming that we are to become the western star in the list of the great commercial cities in Canada, and which uphold a country and lend the stimulus to a world's commercial enterprises. Our record is one unswayed by commercial disaster, and our trade is supported by a vast and prosperous agricultural country, and the millions of acres in the North-West, when filled by the sturdy immigrants who are continually pouring into the country will become great wealth-producing wheat fields, and will respond to the wants of trade.

We have many heavy jobbing houses, representing all different lines of business. We have not space in this present number of the TRADE REVIEW to mention all, but we select a few as representative houses, worthy of confidence and patronage, and who, in the coming years of increased prosperity, are destined to secure a large part of the trade which all cities struggle for.

#### GROCERIES, PROVISIONS, ETC.

The firm of Messrs. W. H. Lyon & Co., and whose large wholesale house is well known to our readers, has risen in importance and extent fully as fast as has our phenomenal city, and now stands at the head of the above trade in the North-West.

Mr. A. G. B. Bannatyne is one of the oldest residents and business men of Winnipeg. His large wholesale grocery house is situated on Main street, and is most complete with everything for his line of trade. The following firms, more recently established, do a large jobbing trade: Messrs. Turner, McKeand & Co., Rigney & Carey, Snider & Anderson, and Geo. Wishart & Co. Messrs. Rigney & Carey carry a large trade in liquors in connection with their grocery business, and the last named firm of Geo. Wishart & Co. do a large jobbing trade in tobaccos and cigars. They also have a very choice selection of meerschaum pipes and everything in the line of briar, etc., and cheaper goods may be seen on their shelves.

#### LIQUORS.

In the wholesale liquor trade we have many large firms who confine themselves to this special department of commerce. Among the leading firms are: Messrs. A. Colquhoun, Alex. McIntyre, Richard Bros. and Mr. E. F. Radiger. These are all first-class houses to deal with, and we recommend the trade to give them a trial.

#### DRY GOODS.

At the head of the dry goods business in Winnipeg we find Stobart, Eden & Co., who, probably, do the largest wholesale dry goods trade in the country. This firm also have a number of trading outposts and their trade is most extensive. We also have Mr. R. J. Whittle, who carries on a very extensive trade, and his clothing department is well selected, and his trade in that line particularly is very large. Messrs. R. Gerrie & Co., and Mr. Lewis Arnett also conduct a large and increasing business.

#### CROCKERY AND GLASSWARE.

In this line we have the large wholesale house of Harry Hodges and also Messrs. Porter & Ronald, a new firm.

#### DRUGS.

Messrs. J. F. Caldwell & Co., Trott & Mitchell, and Dr. F. Rolls do quite an extensive business, and are among our most conspicuous business men.

#### MANUFACTURERS.

Among our manufacturers whose enterprise and energy place them among our

leading business men are Messrs. Hugh Sutherland & Bros., whose large planing and saw mills, and sash and door manufactory have been a great benefit to the community. Messrs. Jarvis & Berridge have also large facilities in the same line, and Messrs. Brown & Rutherford and Dick & Banning are also included in the leading firms in this line.

Messrs. McKechnie & McMillan's foundry and machine shops are the pioneer shops of the Province, and their plant is now very complete. The Vulcan Iron Works has lately been established by F. H. Brydges, Esq., D. H. McMillan, Esq., has done the leading milling business up to this time. Messrs. Chambers Bros., Steam Biscuit and Confectionery Works, are also among the prominent manufacturing industries in the city.

#### BOOTS AND SHOES.

Mr. Thomas Ryan is a large importer, and his business is increasing every year. In this line the wholesale trade of our eastern cities is well represented. Among the leading men in the business are Messrs. Zinkan & Co., Dodd & Co., and Higgins & Co. There are also a number of manufacturers' agents, representing several houses in this line.

#### A LARGE PACKING HOUSE.

Mr. H. Bose has established a large packing house for packing Canadian pork in American style, in which he does quite an extensive business.

#### HARDWARE.

Many new firms have started in this line during the past year. Among the oldest houses, however, are J. H. Ashdown, Messrs. Mulholland Bros., and N. Germain & Co. The leading firms who came in last year are Messrs. Horseman & Co. and S. F. Johnson & Co.

#### FURNITURE.

In the furniture business Messrs. D. Scott & Co. are one of the old firms in the city, and their business extends to all parts of the North-West. There are other dealers in the city, but space forbids us particularizing in this issue. In following issues we shall endeavor to bring before the public more fully the merits of our business men. In the firms already mentioned we can recommend them as first-class men, whose business courtesy towards their customers has won for them the name of the most popular dealers in the country, and we cordially invite the trade to give them a trial.

In a recent issue of the daily *Free Press* we find a careful and able review of our trade for the past year, with statistics regarding our imports and exports. We extract the greater part of the article, which is very interesting in showing the progress that Winnipeg has made during the past year. The *Free Press* says:—

The commercial progress of a community, whether it be of a nation, a province, or a city, is a subject that is always a matter of interest to a great many people, so that any information conveying an idea of the character and extent of the business transacted is eagerly looked for. This is especially the case in relation to Winnipeg, which city, although of comparatively recent creation, has already assumed an important position among the business centres of the Dominion. By reason of her geographical position and of the immense strides she has made in commercial importance, many eyes are turned towards her as a field for the profitable investment of the surplus capital not only of the older settled portion of the Dc.

minion, but of Great Britain and other foreign communities.

In 1879, owing to the large influx of population during that and the preceding year, and the impetus given to trade by the increased transportation facilities furnished by the completion of the Pembina Branch, the business of our city increased to such an extent that it exceeded far in volume that of any former year in the history of the country. So great was the expansion in all the different branches of business that some thought our merchants had over-estimated the purchasing power of our people, and had imported goods and created business facilities in advance of the wants and requirements of the country. But the result has not justified this view. True, some of our merchants carry heavy stocks, but they are such as there is an incessant demand for. Immigrants must be supplied, and when they have settled in the country they have still many wants that must be provided for, and for which they have, to a large extent, to depend on Winnipeg. The large number of consumers in the country is constantly increasing, and large as the importations have been, they have not been out of proportion of the growing demand. It will be readily understood by those of our readers who are personally cognizant of the business activity that prevailed during the last year in our large stores and warehouses, and the great difficulty experienced in providing transportation for the goods and supplies handled by our merchants, that our commercial system was severely taxed to supply the large and increasing wants of the splendid country with which we are surrounded. Business has been prosperous, and the prosperity has not been ephemeral. Competition has reduced the prices of staple commodities considerably, and in some lines produced almost a temporary glut in the market, but the process of absorption is so active, so unflagging, that there has been no great difficulty in working the stocks, and in spite of what looks at times like a tendency to over importation, a good healthy tone pervades commercial circles, and a feeling of confidence prevails throughout the entire community—country as well as city. The fine public buildings, commodious schools and churches, and the many beautiful private residences recently erected, are unmistakable evidences of accumulated wealth, and of the implicit faith our citizens have in the future of the commercial metropolis of the North-West.

The business of this country has during the last two years received marked attention from the business men and manufacturers of Ontario and Quebec, many of whom have visited Manitoba, and from personal observation satisfied themselves as to the desirability of pushing business, and have also obtained many useful hints as to the kind, style and quality of goods suitable for this market. The effect of this was noticeable on the implement trade. All the leading manufacturers of the Dominion are now represented in the Prairie Province with most satisfactory results, last year's business being much larger than that of any previous year. The vast amount of labor-saving machinery imported, both for the cultivation of the soil and the harvesting of the grain, and the constant demand therefor, is an index to the superiority of a prairie country over all others for agricultural purposes. We arise, from a careful consideration of all the information obtainable on the subject, fully assured that the prosperity enjoyed by our mercantile community is but

an earnest of that still greater expansion and increased business which must inevitably follow from the development of our great natural resources.

#### GROCERIES.

The merchants in this line are numerous and have transacted a large business during the past year. Competition has been keen and prices reasonable. In this, as in almost every other line, the imports show a decided gain over those of 1880.

#### HARDWARE.

The hardware trade of Winnipeg has grown to great proportions. Our merchants in this line have displayed more than their al enterprise this year, and imported larger stocks than ever before.

#### DRY GOODS.

The dry goods trade also shared in the general prosperity, their imports being chiefly characterized by an absence of cheap and inferior goods, which are largely sold. In eastern markets many of our merchants trade directly with the manufacturers. Our direct imports in silks amount to \$25,000.

#### FURNITURE.

Our furniture dealers received 27 car-loads bonded with goods in their line. This should be considered very satisfactory when allowance is made for the large quantity brought in under the head of immigrants' effects.

#### LUMBER.

The lumber business has been most satisfactory during the whole year, the demand being brisk throughout.

#### BOOTS AND SHOES.

The boot and shoe trade shows a considerable development. Competition in this line has been keen and prices reasonable. The importation of leather also indicates that our local manufacturers have been very busy.

#### PROVISIONS.

The provision trade was unusually brisk last season. The large supplies for railway contractors, Government parties, and the increased local demand swelled up the total in this line greatly in excess of that of the previous year.

#### HORSES.

In this line our dealers have supplied the market with a splendid class of general purpose horses, it apparently not paying to freight inferior animals so far. Although the prices obtained were not as satisfactory as those of the year before, still the number disposed of shows a large increase on the sales of the previous year.

#### STOCK.

In no other branch of business has the trade been more satisfactory than in stock. Prices for working cattle, which were high during the early spring, moderated as the season advanced, competition keeping them down, although the demand was well sustained throughout. Many fine bred animals were brought in from Ontario, and some high class grades were imported from the United States for our stock farmers.

#### COAL.

This article is coming largely into use in the city for heating purposes, and the importation last year exceeded 2,000 tons. This is all the more remarkable when the enormous price at which it is sold is taken into consideration, varying from \$18 to \$22 per ton.

#### MISCELLANEOUS.

Twenty-two cars of acid were brought in by the Montreal Powder Company for the

manufacture of glycerine in their factory, which was principally used for blasting on the C.P.R.

We also notice large shipments of artificial Ohio free-stone and St. Louis brick, which was used in the construction of some of the large business blocks erected last year.

#### EXPORTS.

Although our exports for 1881 show a slight increase over 1880, still for a few years to come we cannot reasonably look for them to amount to a very large sum, or even to be regarded as useful in showing the actual production of agricultural produce, as immigration, Government requirements and railway works will draw largely upon them for the necessary supplies. It ought also to be remembered that even now much grain and flax seed is sent to Ontario, of which no notice is taken in the book of the customs authorities. Manitoba flax seed is much sought after by eastern oil manufacturers as it makes an oil superior in color and bod' the best English brands. Under the stimulus of this demand, it is likely that the cultivation of this product will be largely increased especially among the Mennonites.

Total exports for 1881 ..... \$626,116  
" " " 1880 ..... \$599,822

#### INLAND REVENUE.

The following figures show the amount collected by Inland Revenue Department, for the division of Manitoba, for the fiscal year ending June 30, 1881, \$98,488.24.

It might be well to note the fact that the proportionate cost of collecting the Inland revenue in this district is very low. For instance, in British Columbia the amount collected for the last half of 1879 and the first half of 1880 was \$36,000, at a cost of \$3,498.68, or 9.7 per cent. In Manitoba the amount collected was \$69,000, at a cost of \$2,320.53, or 3.3 per cent. It will thus be seen that the cost of collecting the revenue in British Columbia is nearly three times greater than in this country, although the former is a cheaper place to live in every respect.

#### FACTS WORTH REMEMBERING.

The people of Manitoba and of the North-West Territory, when travelling eastward to the States, or to Canada, naturally wish to travel over the routes offering the least delays together with the most comforts. In order to get started over the best route, people should have some knowledge of the roads that compose the best all rail route between Manitoba and the East, so that they can purchase their tickets accordingly, and in order that every person may be posted we would state that the best all-rail route East, from Winnipeg and St. Vincent, is over the St. Paul, Minneapolis & Manitoba Railway to St. Paul, and from St. Paul to Chicago over the St. Paul and Chicago through line, via Elroy and Madison, Wisconsin, composed of the Chicago, St. Paul, Minneapolis & Omaha and Chicago & Northwestern Railways. These railways between St. Paul and Chicago form the only through passenger line that runs passenger trains through without change between St. Paul and Chicago with the celebrated Pullman Palace Sleeping Cars on all through passenger trains. People who travel first-class and wish for every comfort and convenience, should, by all means, purchase tickets over the St. Paul and Chicago through line. The new Pullman Sleeping Cars running over the Chicago, St. Paul, Minneapolis & Omaha, and Chicago & Northwestern Railways, are the finest in the world, and are called "Palaces



on Wheels" because of their elegance of finish and substantial construction, and because they are the easiest riding cars ever run over any line. Another thing that makes these cars popular with the gentlemen is the smoking room, which is a compartment separate and distinct in itself and for the exclusive use of sleeping car passengers only. Tickets over this line are on sale at Winnipeg and St. Vincent to Chicago and the East, and at all principal railroad offices in Canada to St. Paul, Winnipeg and the North-West. All you have to do is to ask for tickets through Elroy and Madison, Wisconsin, and take no other, then you will have the satisfaction of travelling over the best route between St. Paul, Minneapolis and Chicago. And further information about routes and rates will be cheerfully furnished upon application.

F. B. CLARKE,  
General Traffic Manager,  
Chicago, St. Paul, Minneapolis & Omaha  
Railway.

T. W. TEASDALE  
General Passenger Agent,  
St. Paul, Min.

RECEIPTS of Inland Revenue Office, Win-  
nipeg, Manitoba, for the month of August,  
1881.

Tobacco, ex manufact'y..	\$ 21.82	
" warehouse..	3026.50	3048.32
Spirits, " manufact'y..	109.39	
" warehouse..	4090.38	4199.77
Malt, " manufact'y..	236.86	
" warehouse..	74.86	311.72
Il Stamps .....		285.00
		7844.81
Corresponding month, 1880,		7279.22
Increase	\$ 565.59	

LAW SOCIETY.

MEETING OF CONVOCATION.

A special meeting of benchers was held in the court house library this morning. There were present Messrs. McKenzie, Blanchard, Thibaudeau, Aikins and Biggs.

The report of the committee on fees was read, and, on motion of Mr. Aikins, adopted as by-law No. 46.

On motion of Mr. Blanchard, seconded by Mr. Thibaudeau, the resignation of Hon. D. M. Walker, as an elected bencher, was accepted, and Heber Archibald elected to fill the vacancy.

LIST OF FEES.

The following are the fees to be charged by the Law Society of Manitoba after this date:

STUDENTS AT LAW.		
Notice fee.....	\$ 2 00	
Primary examination fee.....	50 00	
Each intermediate notice.....	3 00	
For call a barrister.....	100 00	
ARTICLED CLERKS.		
Notice fee.....	\$ 2 00	
Primary examination fee.....	40 00	
Each intermediate notice.....	2 00	
For certificate of fitness.....	60 00	
For all barristers in other Provinces of the Dominion or in England, Ireland and Scotland.....	150 00	

For certificates of fitness for attorneys of Her Majesty's court in any province of the Dominion, or in England, Ireland and Scotland..... 108 00

All of the above fees are to be deposited with the treasurer of the society at least one week prior to the respective examinations, and the treasurer's receipt for same is to be sufficient evidence to entitle the candidate for examination to appear before the examiners.

Convocation then adjourned *sine die*.

A CHALLENGE!

To *The Mail* Printing Co., Toronto, Ont.:

GENTLEMEN,—Our attention has been directed to a recent announcement, manifestly emanating from *The Mail* office, although without a signature, claiming for *The Mail* a larger circulation than any other Canadian paper.

In justice to the public and *THE STAR* we cannot permit such a statement to go unchallenged. For upwards of twelve months we have claimed publicly, conspicuously, and persistently, that *THE STAR* had a bona fide circulation by many thousands more than *The Mail*. These statements published over our own signature, and submitted with the offer of abundant proof and substantial evidence of good faith, have heretofore remained undisputed.

The announcement, of which we have now the best of reasons to complain, appears in the form of a poster, stating that *The Mail* has a larger circulation than any other Canadian paper, and we take this means of directing your attention to it.

While we are fully prepared to grant to *The Mail* and all other papers all the praise they justly merit for enterprise and ability, we are not disposed to overlook statements regarding circulation that, in our opinion, are not in accordance with facts.

We sincerely believe the *The Mail* latest statement in this connection is wholly unfounded and utterly impossible of proof, and as fully believe *THE STAR* still maintains its acknowledged position as the most extensively circulated Canadian paper, and in support of this we offer to place in the hands of competent judges overwhelming proof of a character beyond the possibility of dispute provided you will submit the evidence in your own defence.

It may be that your statement now complained of was made without due consideration. In which case you, as gentlemen in honor bound, will of course at once make the "amende honorable" or accept the only alternative. There cannot be two papers each one enjoying a larger circulation than the other, and both having the largest circulation, therefore it is due to the public and *The Mail* as well as *THE STAR*, that the whole question of circulation should be fully and satisfactorily investigated, unless one or the other accepts a secondary position. As far as *THE STAR* is concerned we are thoroughly convinced it stands at the head of the list, and while adhering to this view we are ready for an investigation. What say you?

Awaiting an early reply, we remain,

Yours truly,

GRAHAM & Co.,  
Publishers *STAR*.

The letter written to the publishers of the *Toronto Mail* was received in Toronto on the 2nd September, and certainly, under the

circumstances, merited an immediate response. The publishers of *The Mail*, we regret to say, have not yet found it convenient to reply, although they have now had fourteen days in which to write it. Our letter is a direct challenge to *The Mail* on the question of circulation, and we think the public will agree with us that it is time the matter was fully cleared up. While we think our offer was fair and reasonable and worthy of prompt consideration, we fail to see how the publishers of *The Mail* can justify their silence, if they are acting in good faith.—GRAHAM & Co., Publishers *STAR*.

SOME INFORMATION ABOUT THE CLIMATE OF MANITOBA.

The climate of Manitoba gives the conditions of decided warmth in summer and decided cold in winter. The summer mean is 67° to 76°, which is about the same as that of the state of New York. In winter the thermometer sinks to 30 and 40 degrees below zero; but the universal testimony of settlers is, that this degree of cold, which is accompanied by a very bright and dry atmosphere, is productive of much less unpleasant sensations than the higher temperature of winter accompanied with humidity which is found on the eastern face of the continent. The winter drawback is the occurrence sometimes, but not very frequently, of sudden storms of wind and snow, called by the inhabitants "blizzards." Many settlers from the older parts of Canada who have gone to live in Manitoba have expressed their preference for its climate. They find it more pleasant.

The climate of Manitoba is beyond question one of the most healthy under the sun. Diseases of the lungs especially, are not native; and fevers of all kinds are very little known. The exceptions have been found to arise from defective sanitary conditions of the city of Winnipeg but even these are now corrected.

Snow does not generally fall on the prairies to an average greater depth than 18 inches, and buffaloes and the horses of the country graze out of doors all winter. They paw the snow off the prairie grass, and grow fat upon it. Horses which have been turned out of doors to winter have been known to return in the spring with increased numbers, from the mares having foaled. Instances are stated in which horned cattle have grazed out all winter.

The snow goes away and ploughing begins from the first to the end of April, from ten days to a fortnight earlier than in the Ottawa region; and the Red River is open from ten days to a fortnight earlier than the Ottawa River. The crops are harvested in August, the long sunny days of summer bringing vegetation of every kind to rapid maturity. The days are warm and the nights cool. The summer months are part of May, June, July, August, and part of September. Autumn begins about the 20th of September and lasts until November, when the regular frosts set in; and the winter proper continues until the end of March.

The climate, in short, is continental and dry, instead of what may be termed coast and humid; and it gives the conditions of what would be termed in Europe in "Italian skies," with sufficient rains in spring and summer for the purpose of vegetation.

A climatic drawback is a liability to spring frosts, but this is a drawback common to a large part of the Continent of North America, including the whole of the older provinces of Canada, and the Northern States of the American Union. It may be remarked, moreover, that the Continent of Europe is not free from similar visitation. The wheat crop does not appear to be at all injuriously affected by spring frosts in Manitoba.

To our already large and rapidly increasing army of subscribers throughout this Province and the Great North West we would feel indebted if they would endeavor to supply us from time to time with short reports as to the prospects of crops, the erection of new stores, building of bridges, mineral discoveries and general progress of their several locations, together with their own unbiased opinions of the country as a home for the thousands who are looking toward the west for a place in which to commence life anew. By doing so you will be performing a duty and conferring a benefit upon many thousands who, unknown to you are anxiously awaiting every item of absolute fact that they can glean to guide them in the decision of their future course.

Address all correspondence,  
**HENDERSON, MAIN & Co.,**  
 Publisher TRADE REVIEW,  
 Winnipeg, Man.

#### BUSINESS EXTENSION.

As is almost universally the case during the early existence of a city, there has been a tendency to concentrate trade upon one street but the time has arrived with us when several business streets are required, and a certain classification of business, such as the division of wholesale and retail stores, and this will doubtless be affected by the building up of Princess street, after the manner in which it has been begun by such enterprising and far-sighted men as Garrie & Co., whose large substantial buildings would be an ornament to any commercial centre, thereby relieving strain upon Portage Avenue, Main street and Notre Dame street.

#### LIST OF MANITOBA PRODUCTS FOR EXHIBITION.

##### MINNEAPOLIS AND ROCHESTER.

- 6 stalks rhubarb.
- 12 heads celery.
- 4 citrons.
- 2 water melons.
- 7 cucumbers.
- 6 short-horn carrots.
- 6 white carrots.
- 6 turnips, Swede.
- 6 long beets.
- 6 Egyptian turnip beets.
- 2 mangel-wurzel.
- 1 pint horse beans.
- 1 bunch horse beans.
- 6 cauliflowers.
- 6 heads dwarf corn.
- 1 quart plum tomatoes.
- 12 early rose potatoes.
- 12 beauty of Hebern potatoes.
- 6 heads kohlrabi.
- 8 white cabbages.
- 2 curly cabbages.
- 4 red cabbages.
- 1 bunch green tomatoes.
- 1 bunch green peppers.
- 5 egg plants.
- 12 red tomatoes.
- 12 red onions.
- 6 yellow onions.
- 1 quart pot. tomat. onions.
- 3 campscul plants.
- 1 bunch each, sage, savory and parsley.
- 12 garlic.
- 6 leeks.
- 1 bunch asparagus.
- 2 sugar beets.
- 1 vegetable marrow.
- 1 sample black tartar oats.

- 2 sife wheat.
- 11 sife wheat in straw.
- 4 gold drop wheat.
- 4 white Russian wheat.
- 7 old settlers.
- 6 red fern.
- 7 Tartarian oats.
- 4 Norway oats.
- 3 Scotch barley.
- 3 Lost Egyptian from fall planting.
- 1 Russian wheat in straw.
- 1 mint grass prairie.
- 1 horse grass prairie.
- 1 coarse Scotch prairie.
- 1 brown top prairie.
- 1 king grass prairie.
- 1 wheat grass prairie.
- 1 purple top prairie.
- 1 velvet prairie.
- 1 seed prairie.
- 1 fine brown top prairie.
- 1 rye top prairie.
- 1 fine feather top prairie.
- 1 fox-tail top prairie.
- 1 feather top prairie.
- 1 fine Scotch top prairie.
- 1 cock tail top prairie.
- 1 blue joint top prairie.
- 1 peas top prairie.
- 1 fine Scotch top prairie.
- 1 bone top prairie.
- 1 evergreen top prairie.
- 1 three-corner top prairie.
- 1 water seed.
- 1 swamp wire.
- 1 salt.
- 1 sample fine swamp grass prairie.
- 1 sample brown point grass prairie.
- 1 sample beaver hay grass prairie.
- 1 sample black tartar oats grass prairie.
- 1 sample Lost Nation wheat grass prairie.
- 1 sample Russian wheat grass prairie.
- 3 sample white sife grass prairie.
- 1 Austrian oats grass prairie.
- 1 common black oats grass prairie.
- 1 wild hops.

Mr. L. McMEANS, of firm of McMeans & Darling, barristers, of Paris, Ont., has been in this city for the last few weeks and invested over \$20,000 in real estate on which he has cleared \$7,000, which he re-invested before leaving the city. His investments were made through the office of A. R. Main & Co., real estate brokers.

The freight upon apples to this Province will be as follows for this season:

To Winnipeg....	\$1.58	per 100 lbs.
St. Boniface.....	1.44	" " "
Poplar Heights..	1.63	" " "
Portage la Prairie.	1.67	" " "
Selkirk.....	1.64	" " "
Cross Lake.....	1.70	" " "
Rat Portage.....	1.73	" " "

SELF reliance is always an indication of a desire to progress, and when it is apparent amongst the mass it is almost certain to develop an individual spirit of enterprise, such as is fast being discovered in Winnipeg. We see men willing to invest money in new branches of their business hitherto unknown west of Chicago, and to this class of men we are glad to see Mr. Winnett has allied himself by establishing a frame manufacturing department to his already large establishment. To those who have a taste for art it would well pay the time occupied in visiting his establishment to see the beautifully executed mould used in making the handsome frame which has been made to hold a number of samples of grain which Mr. L. V. Murray purposes showing in the older Provinces. The entire work is executed on the premises, by an artist, whom Mr. Winnett has engaged to enable him to execute every desired design of gilding work that may be desired by residents of our city or Province.

The rapid progress made by some of our business houses is a matter of surprise to every one. Among those who have come to the front are Porter & Ronald, who take a leading position in the crockery and glass-ware trade, and have earned the reputation of being the most reliable and go-a-head firm our city boasts of.

We have just been favored with the advance sample of the business and professional Directory of Ontario, published by the experienced Directory Publishers, Messrs. J. Lovell & Son, and from what we have seen of it and know of the value of such a publication, we feel sure that the Anglo-Saxon Province of Ontario will be much benefited, and if the enterprising getters-up of the work will only reap as much benefit as the Province they will be well satisfied, as it will, we feel sure, be a very considerable material benefit to the Province of Ontario. The Messrs. Lovell are experienced in the work, and seem to have spared neither trouble nor expense, in having the Ontario directory full, systematic and perspicuous, as well as correct, and we prophesy it will be an important factor in the continued prosperity of that great and thriving Province, as it only wants to be known to be appreciated; and it must prove of great advantage to the enterprising people of the Province itself, as well as all who may have business or other relations with it.

#### CANADIAN PACIFIC RAILWAY.

##### AN INTERVIEW WITH GENERAL ROSSER.

General Rosser, chief engineer of the C.P.R., has returned from a visit to the western end of the line as far as surveyed. He drove with a team over the entire distance, and has been absent two weeks. On the return journey, after reaching Portage la Prairie he drove along the route of the air line between that place and this city. He reports the entire line between here and the Portage, now under contract, and an army of men and teams thereon hurrying forward the work to completion. It is expected that the short line will be open for traffic on the first of October. West of Portage la Prairie rails are now laid to two miles beyond Pine Creek, and continue to be laid at the rate of 1½ miles per day. The grading of the line is finished to Brandon and 40 miles beyond it. Piles are being delivered on the banks of the Assiniboine at Brandon, and pile-driving for the new bridge will commence immediately. The structure will be completed in time for traffic to open to Brandon on the first of October; the track will, however, be completed to that point on September 15th. The General reports contractors at work over the entire main line and protected branches within the Province of Manitoba, and twenty-five miles into the North-West Territories. The chief engineer went as far west as the Weed Hills on the River Qu'Appelle, to which point the line has been located by Mr. Secretan. At that point that engineer connects with Mr. Barclay, who has located the line still further west to Old Wives Lake, crossing the Qu'Appelle at Moose Jaw Creek. The General further reports Major Rogers as having completed his reconnaissance of the Rocky Mountains, and that he has effected a junction with the survey parties under Hyndman at the Old Bow Fort, beyond Fort Calgary. Mr. Rogers will here direct his men to make instrumental surveys of the passes he has reconnoitered, and is very

sanguine of ultimate success. The General reports the crops all along the route he has travelled as looking splendid, in fact, excelling anything he has ever seen. G. A. Brackett has contracted for and secured 50,000 bushels of oats for delivery along the line of the works, and he pronounces the grain the best he has ever purchased in all his experience as a contractor. Barley, wheat and root crops also look splendid, and the yield will be a prolific one.

**THE NORTH-WEST TRADE.**

**THE MIDLAND MAKING EFFORTS TO SECURE A SHARE.**

The Midland Railway and its connections consists of about 276 miles of railway, having termini at Whitby, Port Hope, and Belleville on Lake Ontario, and Midland and Waubesa on the Georgian Bay. It has just been relaid with steel rails—has an excellent equipment, together with an elevator at Port Hope of 120,000 bushels capacity, and one in course of construction at Midland, which Mr. Shaw, the contractor, undertakes to complete by the first of September, having a capacity of 250,000 bushels.

Some three years ago Mr. George A. Cox assumed the control of the Midland Railway, since which a really wonderful improvement has been effected in every department. The arrangements which are being made with vessel owners and operators for a through trade would appear to assure an extensive scheme of that business, as its equipment is not excelled by any railway in the Province. This through trade is a business which is yearly increasing in magnitude and importance; already not less than 200,000,000 bushels of grain leave Chicago for the east, chiefly seeking transport to Europe. The bulk of this trade has hitherto gone by way of the Niagara frontier or Ugdensburg through the States, whilst the policy of the Midland Railway is to divert a portion of the trade from its old route by carrying it from Georgian Bay to the termini on Lake Ontario, conveying it both more cheaply and more expeditiously to Canadian seaboard, and the Canadian lines of ocean steamers. This through trade is fast increasing, and in a few years the Midland Railway will probably become one of those great grain carriers through which the wheat of the fertile provinces of the west will move eastward to feed the crowded inhabitants of the manufacturing cities of Europe.

But the Midland Railway has not yet nearly attained its full dimensions, and at a by no means far distant future it will be extended to Sault Ste. Marie. This project when completed will give connection with the entire system of railways throughout the western and the grain growing States, and also with Winnipeg and the British North-West Territories. This extension will probably commence either at Coldwater, Orillia, or Atherly, and proceeding around the north shore of Georgian Bay, will pass through a lumber bearing district of immense importance to Sault Ste. Marie, a point between Lake Huron and Superior. The distance is about 300 miles. A Government subsidy of one million dollars has already been voted to this enterprise, and further Government subsidies are anticipated. The Midland Railway Company at this moment have three surveying parties at work locating the line.

**WINNIPEG MARKETS.**

WINNIPEG, Sept., 1881.

**FLOUR**—Steady, XXX, \$2.50 per bag; XXXX, \$3.00; patent process, \$3.75; corn-meal, \$3.00; oatmeal, \$3.25 per bag; buckwheat flour, \$1.75.

**GRAIN**—Wheat, 80c per bushel; oats, 65 to 68c; rye, none; peas, none; corn, imported, \$1; barley, 60 to 70c; buckwheat, none; flax, \$1.25 per bush; bran, 75c per 100 lbs.; shorts, \$1 per 100 lbs.

**DAIRY**—Butter (fresh), 25 to 30c per lb; butter (firkin), 20c; cheese, 15 to 20c; eggs, 23 to 27c per doz; honey, none; lard, \$3.75 per pail; milk, 8c per quart.

**MEAT**—Beef, \$8.50 to \$9 per 100 lbs; pork, \$12 per 100 lbs; mutton, scarce, 15c per 100 lbs; lamb, 15c; venison, none; veal, 11c per lb. Oxen, \$130 to \$155 per yoke; milch cows, \$35 to \$50; horses, \$125 to \$250; cattle, \$4 to \$5 per 100 lbs., live weight.

**FISH AND POULTRY**—White fish, 10c per lb; Lake Superior Trout, 12½c per lb; chickens, 35 to 40c per pair; geese, none; turkeys, none; prairie chicken, 50c per pair; duck, 30 to 40c.

**ROOTS AND VEGETABLES**—New potatoes, 75c per bush; turnips, 50c; carrots, 60c; beans, \$1.25 per bush; parsnips, 2c per bunch; cabbage, 3 to 5c per head; celery 5 to 8c; beets, 3 cents per bunch; green onions, 2c per bunch; rhubarb, 4c per bunch.

**MISCELLANEOUS**—Hay, \$6 to \$7 per ton; wood (soft), \$4.50 to \$5.00 per cord; wood (hard), none; cedar posts, \$10 per hundred; green hides, 6½ to 7c per lb; coal, \$20 to \$22 a ton.

**EMERSON PRODUCE MARKET.**

EMERSON, SEPT., 1881.

**FLOUR**—Patent process, \$3.50 per bag; XXXX, \$3.00; XXX, \$2.75; feed, \$1.50 per sack; bran, 70c.

**GRAIN**—Wheat, 75 to 80c per bushel; oats, 50 to 70c; corn, \$1; barley, 55 to 60c; flax seed, 95c to \$1.00.

**DAIRY**—Butter, 20 to 25c per lb; eggs, 20c per doz; lard, 18c per lb.

**ROOTS, ETC**—Onions, \$1.50 per bushel; potatoes, 75 to 80c.

**MEAT AND POULTRY**—Beef, 8 to 9c per lb; pork, 8 to 9c; mutton, 15 to 18c; sausages, 15; chickens, 12 to 15c per lb; turkeys, 20c per lb; fish, 8c per lb.

**MISCELLANEOUS**—Hay, \$5; wood, \$4 per cord; cranberries, none; coal, \$21 a ton.

**PORTAGE LA PRAIRIE MARKET.**

PORTAGE, SEPT., 1881.

**FLOUR AND FEED**—Flour, XXXX, \$3.00 per bag; XXX, \$2.75 per bag; White Lily, \$3.50; bran, \$1.4 per ton; shorts \$1.7.

**GRAIN, ETC**—Wheat, 80c per bushel; oats, 55 to 60c; barley, 60c; potatoes, 75 to 80c per bushel.

**MEAT**—Beef, 15c per lb; mutton, 15c; ham, 18c; shoulders, 17c; pork, \$10 per 100 lbs.

**MISCELLANEOUS**—Butter, 20c per lb; eggs, 26c per doz; hay, \$4 to \$5 per ton; wood, \$4 to \$5 per cord.

Ground Feed—Offered at \$18 a ton.

Corn Meal—Offered at \$16.50.

**RAPID CITY PRODUCE MARKET.**

RAPID CITY, SEPT., 1881.

**GRAIN**—Wheat 75 to 80c; oats, \$1 to \$1.75; barley, \$1 to \$1.35.

**FLOUR AND FEED**—Flour, XXX, \$3.50; XXXX, \$4; Balkwill's, \$3 to \$3.75; chopped stuff, \$1.25 to \$1.35; bran, \$1.

**ROOTS, ETC**—Potatoes, 75c; onions, \$1.50; turnips, 40c. to 45c.

**DAIRY AND POULTRY**—Butter, 20 to 25c; lard, 22c; chickens, 50c per pair. Prairie chickens, 40c per pair; duck, 30c per pair.

**MISCELLANEOUS**—Beef, \$10 to \$12.50; dressed hogs, \$10 to \$10.50; oxen, per yoke, \$150 to \$250; wood, \$3 per cord; hay, \$6 to \$8 per ton.

**PORTAGE LA PRAIRIE POST OFFICE.**

**CLOSING AND ARRIVAL OF MAIL.**

Mails for Winnipeg and East close at 1.45 p.m. daily, Sundays excepted.

Mails from Winnipeg and East due daily at 1 p.m., Sundays excepted.

Mails from Headingley and intermediate offices arrive at 7 p.m. on Monday, Wednesday and Fridays, and leaves Portage on Tuesdays, Thursdays and Saturdays at 7 a.m.

Mails for the West leave the Portage every Tuesday and Saturday at 7 a.m.; due on Mondays and Fridays at 7 p.m.

Mails for Beaver Creek leave every Friday at 7 a.m., and return at 7 p.m. Saturday.

Mails leave to the North for Prospect and Oaklands every Tuesday, at 7.30 a.m.; and return same day at 5 p.m.

Mails to the South for Indianford, Treherne, Olive, and Holland, leave every second Tuesday at 7.30 a.m., and due every second Thursday at 7 p.m.

Letters for registration must be mailed 15 minutes before the hour of closing.

Money Order business, 10 a.m. to 4 p.m. Office hours from 8 a.m. to 7 p.m.

W. W. MILLER,  
Postmaster.

**THE**

**Canadian Pacific Ry. Co.**

**EMIGRATION TO**

**Manitoba and the Canadian North West.**

**SALE OF LANDS.**

To encourage the rapid settlement of the country, the Canadian Pacific Railway Company will be prepared, until further notice, to sell lands for agricultural purposes at the low price of \$2.50 an acre, payable by instalments, and will further make an allowance, by way of rebate from this price, of \$1.25 for every acre of such lands brought under cultivation within three to five years following the date of purchase, according to the nature and extent of the other improvements made thereon.

The lands thus offered for sale will not comprise Mineral, Coal or Wood Lands, or tracts for Town Sites and Railway purposes.

Contracts at special rates will be made for lands required for cattle raising and other purposes not involving immediate cultivation.

Intending settlers and their effects, on reaching the Company's Railway, will be forwarded thereon to their place of destination on very liberal terms.

Further particulars will be furnished on application at the Offices of The Canadian Pacific Railway Company, at Montreal and Winnipeg.

By order of the Board.

CHS. DRINKWATER,  
Secretary.

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# HUDSON'S BAY COMPANY.

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## FARMING LANDS

F O R S A L E

### In Manitoba and the North-West.

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The Hudson's Bay Co. own 7,000,000 acres in the Great Fertile Belt, and now offer for sale 500,000 acres already surveyed by the Government of Canada.

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### TOWN LOTS ALSO FOR SALE

In Winnipeg, West Lynne, Rat Portage, Portage la Prairie, and Goschen (N.W.T.).

The above will be disposed of at reasonable prices, and on easy terms of payment.

Full information in regard to these lands will be given at the offices of the Company in Winnipeg and in Montreal.

C. J. BRYDGES,

Land Commissioner.

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## Chicago, St. Paul, Minneapolis and Omaha Line.

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 *When you Travel* 

REMEMBER THAT THE

# ST. PAUL & CHICAGO THROUGH LINE.

Composed of the Chicago, St. Paul, Minneapolis and Omaha and Chicago and Northwestern Railways, by way of Elroy and Madison, Wisconsin, is the only Line running entire trains through without change from

## St Paul to Chicago with Pullman Palace Sleeping CARS

on each of their fast through passenger trains, and forms a part of the BEST ALL-RAIL ROUTE from Manitoba to the East.

Also, remember that the Chicago, St. Paul, Minneapolis and Omaha Line is the one and only Line running through cars from

## ST. PAUL TO COUNCIL BLUFFS,

and it is the only Line through Sioux City and Council Bluffs to St. Joseph, Atchinson, Leavenworth and Kansas City.

TICKETS over these Short Through Lines are on sale at Winnipeg by H. McDougall, Agent, and corner Third and Jackson Streets and Union Depot, St. Paul.

**F. F. CLARKE,**  
General Traffic Manager.

**T. W. TEASDALE,**  
Gen. Passenger Agent, St. Paul.

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**E. F. RADIGER,**  
**348 MAIN STREET, WINNIPEG,**  
 AGENT FOR

Redwood Brewery and Manitoba Soda Water & Ginger Ale Works.

IN STOCK,

—DIRECT IMPORTATIONS OF—

*Ports, Sherries, Gins, Clarets, Bass Ale and Guinness' Stout,*

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

*Also a full line of Native Ports, Sherries and other Wines.*

---

Important to Farmers and Emigrants.

**PENROSE, JOHNSON & CO.,**

Having perfected most extensive arrangements, are now prepared to supply

**CATTLE OXEN AND COWS,**

With Emigrant outfits, cheaper than any other firm in the North-West. Herds will be maintained at Pembina, Emerson, West Lynn, Winnipeg and the western end of the Canadian Pacific Railway. Competent men will be in charge, and satisfaction guaranteed.

**A CALL SOLICITED.**

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**MACDONNELL & BRO.**

**THE CHEAP PROVISION STORE,**

388 & 390 MAIN STREET.

Groceries, Provisions, Fruits, Confectionery, &c.,

**WHOLESALE and RETAIL.**

N.B.—We import direct and buy for Cash, and carry the largest Retail Stock in the North-West. We therefore sell at Lowest Prices.

---

**STOP, WHEN YOU VISIT WINNIPEG,**

AT THE

**INTERNATIONAL HOTEL**

**Best accommodation for Man and Beast.**

**WINNIPEG PRICES CURRENT**

**WHOLESALE RATES.**

Compiled from information furnished by the principal wholesale dealers in the city.

**GROCERIES.**

**COFFEES.**

Java, per lb.	\$0 33	0 83
Rio, " "	0 22	0 27
Mocha, " "	0 38	0 00

**FISH.**

Herring, sealed	\$0 60	0 00
Dry Cod	0 10	0 12

**FRUIT.**

London Layer Raisins	\$4 00	4 50
Sultanas " "	0 11½	0 15
Valentias " "	0 11½	0 15
Muscatel " "	3 50	3 75
Currants	0 09	0 12½

**SYRUPS:**

Golden, per keg	\$4 50	
Amber, " "	4 50	
Pale Amber " "	5 00	

**RICE**

Rice, per lb.	\$0 00	0 07
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**SPICES.**

Allspice, per lb.	\$0 38	0 00
Cassia, whole, per lb.	0 35	0 00
Cloves, ground, " "	0 45	0 00
Ginger, ground, " "	0 30	0 00
Ginger, Jamaica root, per lb.	0 48	0 00
Nutmegs, per lb.	0 95	1 20
Pepper, black, per lb.	0 25	0 00

**SUGARS.**

Porto Rico, per lb.	\$0 00	0 00
Canadian, refined	0 10½	0 12
Standard, granulated	0 13½	0 00
Cut Loaf, 50 lb. boxes	7 00	0 00

**TEAS.**

Japan, per lb.	\$0 43	0 50
Congou and Souchong, per lb.	0 36	0 50
Young Hyson, per lb.	0 60	0 75
Imperial, " "	0 43	0 75

**SALT.**

Canadian, per bbl.	\$3 00	3 25
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**COAL OIL.**

Coal oil (per bbl), per gal.	\$0 41	0 00
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**CANDLES.**

Star Candles, per lb.	\$0 20	0 00
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**SOAP.**

Common bar	\$0 7½	0 00
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**LUMBER.**

1st common boards, 12, 14, 16, 18 and 20 feet	Per M.	\$26 00
2nd common boards, 12, 14, 16, 18 and 20 feet		20 00
Culls, 12, 14, 16, 18 and 20 feet		26 00
Scantling, joints and lumber, 26 feet and under		50
do. over 20 feet, for each additional foot		26 00
Fencing, 6 inch		30 00
Stock boards, all widths		45 00
1st flooring, dressed		40 00
2nd " "		35 00
3rd " "		45 00
1st ceiling, 1 inch, dressed one side		40 00
2nd ceiling, 1 inch, dressed one side		35 00
3rd ceiling, 1 inch, dressed one side		45 00
1st siding		40 00
2nd siding		35 00
3rd siding		50 00
1st ceiling, 1 inch, dressed two sides		45 00
2nd ceiling, 1 inch, dressed two sides		40 00
3rd ceiling, 1 inch, dressed two sides		30 00
Split siding or clapboards		60 00
1st clear, 1, 1½, 1¾ and 2 inch		50 00
2nd clear, 1, 1½, 1¾ and 2 inch		40 00
3rd clear, 1, 1½, 1¾ and 2 inch		

XX shingles	6 00
X shingles	5 50
No. 1 shingles	4 00
Lath	5 00
Pickets flat or square	26 00
Pickets—dressed	30 00
Battens	30 00

**DRUGS.**

Epsom salts	00 06
Extract logwood	18
Opium	10 50
Acid, Oxalic	23
Pot sod	6 00
Quinine	6 50
Soda ash	7
Soda bicarbonate, per keg	\$4 50
Acid, tartaric	80
Morphine, per oz.	6 00
Brimstone	6
Aloe caps	35
Alum	6
Borax	30
Camphor	50
Castor oil	30
Cream tartar	40

**LIQUORS.**

	PER GALLON.
Rye whiskey	\$1 70 \$2 50
Malt whiskey	1 70 2 50
Scotch whiskey	3 90 5 00
Irish " "	3 90 5 00
Rum, Jamaica	3 90 5 00
Tom gin	3 30 4 50
Holland gin	3 30 4 50
Port wine	3 00 4 50
Sherry wine	3 00 4 50

**CASE LIQUORS.**

Hennessey (qts) V.O.	\$19 00
Martell, " "	19 00
Martell, one star	14 00
Hennessey, one star	14 00
Tom gin	10 00
Holland gin, red case	11 00
" " green case	8 00
Scotch whiskey	10 00
Champagne	20 28

**BOOTS, SHOES, LEATHER, ETC.**

	\$ cts	\$ cts
Spanish sole leather, No. 1	0 00	0 32
" " No. 2	0 00	0 27
Upper, heavy, No. 1	0 40	0 45
" light and medium	0 00	0 50
Kip, French	0 00	0 90
" veal	0 00	0 80
Calf, hemlock	0 00	0 75
" French	0 00	1 50
Splits, large	0 00	0 33
" small	0 00	0 30
Enamelled cow, per foot	0 00	0 20
Patent " " "	0 00	0 20
Peb. ground " " "	0 00	0 20
Buff " " "	0 00	0 20
Busses, light	0 00	0 50
Men's calf boots	0 00	4 00
" kip " "	0 00	3 75
" split stogas	0 00	2 00
" solid " No. 1	0 00	3 00
" congress and balmorals	2 00	3 00
Boys' kip boots	2 00	3 00
" stogas, No. 1	1 75	2 25
" " split	1 75	2 00
" garters and balmorals	1 50	2 50
Women's " " pegged	1 15	2 00
" " " sewed	1 50	2 00
" " bats	0 90	1 50
" goat button boots	1 50	3 00
Misses' balmorals	0 90	1 50
" " bats	0 85	1 00
Child's balmorals	0 65	1 00
" copper toes	0 60	1 00
" turned back	0 40	0 65

**MANITOBA.**

**FOR SALE.**

**50,000 ACRES**

OF SELECT

**FARMING LANDS,**

In all parts of Manitoba,

**TOWN LOTS**

—IN—

**WINNIPEG,**

**PORTAGE LA PRAIRIE,**

**BRANDON,**

And all the various Town sites

throughout the Province.

**REAL ESTATE**

Bought and sold.

Persons intending to invest in Manitoba will find it to their advantage to communicate with me.

**A. W. ROSS,**

**WINNIPEG, MAN.**





## DEPARTMENT OF THE INTERIOR.

Ottawa, 25th May, 1881.

Whereas circumstances have rendered it expedient to effect certain changes in the policy of the Government respecting the administration of Dominion Lands, Public notice is hereby given:—

1. The Regulations of the 14th October, 1879, were rescinded by order of His Excellency the Governor General in Council, on the 20th day of May instant, and the following Regulations for the disposal of agricultural lands substituted therefor:

2. The even-numbered sections within the Canadian Pacific Railway Belt—that is to say, lying within 24 miles on each side of the line of the said Railway, excepting those which may be required for wood-lots in connection with settlers on prairie lands within the said belt, or which may be otherwise specially dealt with by the Governor in Council—shall be held exclusively for homesteads and pre-emptions. The odd-numbered sections within the said belt are Canadian Pacific Railway Lands, and can only be acquired from the Company.

3. The pre-emptions entered within the said belt of 24 miles on each side of the Canadian Pacific Railway, up to and including the 31st day of December next, shall be disposed of at the rate of \$2.50 per acre; four-tenths of the purchase money, with interest on the latter at the rate of six per cent. per annum, to be paid at the end of three years from the date of entry, the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above-mentioned on such portions of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

4. From and after the 31st day of December next, the price shall remain the same—that is, \$2.50 per acre for pre-emptions within the said belt, or within the corresponding belt of any branch line of the said Railway, but shall be paid in one sum at the end of three years, or at an earlier period as the claimant may have acquired a title to his homestead quarter-section.

5. Dominion Lands, the property of the Government, within 24 miles of any projected line of Railway recognized by the Minister of Railways, and of which he has given notice in the Official Gazette as being a projected line of railway, shall be dealt with, as to price and terms, as follows:—The pre-emptions shall be sold at the same price and on the same terms as fixed in the next preceding paragraph, and the odd-numbered sections shall be sold at \$2.50 per acre, payable in cash.

6. In all townships open for sale and settlement within Manitoba or the North-West Territories, outside of the said Canadian Pacific Railway Belt, the even-numbered sections, except in the cases provided for in clause two of these Regulations, shall be held exclusively for homestead and pre-emption, and the odd-numbered sections for sale as public lands.

7. The lands described as public lands shall be sold at the uniform price of \$2 per acre, cash, excepting in special cases where the Minister of the Interior, under the provisions of section 4 of the amendment to the Dominion Lands Act passed at the last session of Parliament, may deem it expedient to withdraw certain farming lands from ordinary sale and settlement, and put them up for sale at public auction the highest bidder, in which event such lands shall be put at an upset price of \$2 per acre.

8. Pre-emptions outside of the Canadian Pacific Railway Belt shall be sold at the uniform price of \$2 per acre, to be paid in one sum at the end of three years from the date of entry,

or at such earlier period as the claimant may acquire a title to his homestead quarter-section.

9. Exception shall be made to the provisions of clause 7, in so far as relates to lands in the Province of Manitoba or the North-West Territories, lying to the North of the belt containing the Pacific Railway lands, wherein a person being an actual settler on an odd-numbered section shall have the privilege of purchasing to the extent of 320 acres of such section, but no more, at the price of \$1.25 per acre, cash; but no Patent shall issue for such land until after three years of actual residence upon the same.

10. The price and terms of payment of odd-numbered sections and pre-emptions, above set forth, shall not apply to persons who have settled in any one of the several belts described in the said Regulations of the 14th October, 1879, hereby rescinded, but who have not obtained entries for their lands, and who may establish a right to purchase such odd-numbered sections or pre-emptions, as the case may be, at the price and on the terms respectively fixed for the same by the said Regulations.

*Timber for Settlers.*

11. The system of wood lots in prairie townships shall be continued—that is to say, homestead settlers having no timber on their own lands, shall be permitted to purchase wood lots in area not exceeding 20 acres each, at a uniform rate of \$5 per acre, to be paid in cash.

12. The provision in the next preceding paragraph shall apply also to settlers on prairie sections bought from the Canadian Pacific Railway Company in cases where the only wood lands available have been laid out on even-numbered sections, provided the Railway Company agree to reciprocate where the only timber in the locality may be found on their lands.

13. With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses from time to time, under and in accordance with the provisions of the "Dominion Lands Act," to cut merchantable timber on any lands owned by it within surveyed townships, and settlement upon, or sale of any lands covered by such license shall, for the time being, be subject to the operation of the same.

*Sales of Lands to Individuals or Corporations for Colonization.*

14. In any case where a company or individual applies for lands to colonize, and is willing to expend capital to contribute towards the construction of facilities for communication between such lands and existing settlements, and the Government is satisfied of the good faith and ability of such company or individual to carry out such undertaking, the odd-numbered sections in the case of lands outside of the Canadian Pacific Railway Belt, or of the Belt of any branch line or lines of the same, may be sold to such company or individual at half price, or \$1 per acre, in cash. In case the lands applied for be situated within the Canadian Pacific Railway Belt, the same principle shall apply so far as one-half of each even-numbered section is concerned—that is to say the one-half of each even-numbered section may be sold to the company or individual at the price of \$125 per acre to be paid in cash. The company or individual will further be protected up to the extent of \$500, with six per cent. interest thereon, till paid, in the case of advances made to place families on homesteads, under the provisions of section 10 of the amendments to the Dominion Lands Acts hereinbefore mentioned.

15. In every such transaction, it shall be absolutely conditional:—

(a) That the company or individual, in the case may be, shall, in the case of lands outside of the said Canadian Pacific Railway Belt, within three years of the date of agreement with the Government, place two settlers on each of the odd-numbered sections, and also two on

homesteads on each of the even-numbered sections embraced in the scheme of colonization.

(b) That should the land applied for be situated within the Canadian Pacific Railway Belt, the company or individual shall, within three years of the date of agreement with the Government, place two settlers on the half of each even-numbered section purchased under the provision contained in paragraph 14, above, and also one settler upon each of the two-quarter sections remaining available for homesteads in such section.

(c) That on the promoters failing within the period fixed, to place the prescribed number of settlers, the Governor in Council may cancel the sale and the privilege of colonization, and resume possession of the lands not settled, and charge the full price of \$2 per acre, or \$2.50 per acre, as the case may be, for such lands, as may be deemed expedient.

(d) That it be distinctly understood that this policy shall only apply to schemes for colonization of the public lands by Emigrants from Great Britain or the European Continent.

*Pasturage Lands.*

16. The policy set forth as follows shall govern applications for lands for grazing purposes, and previous to entertaining any application, the Minister of the Interior shall satisfy himself of the good faith and ability of the applicant to carry out the undertaking involved in such application.

17. From time to time, as may be deemed expedient, leases of such Townships, or portions of Townships, as may be available for grazing purposes, shall be put up at auction at an upset price to be fixed by the Minister of the Interior, and sold to the highest bidder—the premium for such leases to be paid in cash at the time of the sale.

18. Such leases shall be for a period of twenty-one years, and in accordance otherwise with the provisions of Section eight of the Amendment to the Dominion Lands Act passed at the last Session of Parliament, hereinbefore mentioned.

19. In all cases, the area included in a lease shall be in proportion to the quantity of live stock kept thereon, at the rate of ten acres of land to one head of stock; and the failure in any case of the lessee to place the requisite stock upon the land within three years from the granting of the lease, or in subsequently maintaining the proper ratio of stock to the area of the leasehold, shall justify the Governor in Council in cancelling such lease, or in diminishing proportionally the area contained therein.

20. On placing the required proportion of stock within the limits of the leasehold, the lessee shall have the privilege of purchasing, and receiving a patent for, a quantity of land covered by such lease, on which to construct the buildings necessary in connection therewith, not to exceed 5 per cent. of the area of the leasehold, which latter shall in no single case exceed 100,000 acres.

21. The rental for a leasehold shall in all cases be at the rate of \$10 per annum for each thousand acres included therein, and the price of the land which may be purchased for the cattle station referred to in the next preceding paragraph, shall be \$1.25 per acre, payable in cash.

*Payments for Lands.*

22. Payments for public lands and also for pre-emptions may be in cash, or in scrip, or in police or military bounty warrants, at the option of the purchaser.

23. The above provisions shall not apply to lands valuable for town plots, or to coal or other mineral lands, or to stone or rubble quarries, or to lands having water power thereon, and further shall not, of course, apply to Sections 11 and 29 in each Township, which are public school lands, or Sections 8 and 9, which are Hudson's Bay Company's lands.

J. S. DENNIS,  
Minister of the Interior.



# MULHOLLAND BROTHERS,

323 MAIN STREET,

Winnipeg.

WHOLESALE AND RETAIL  
HARDWARE MERCHANTS,

DEALERS IN STOVES,

MANUFACTURERS OF TIN-WARE.

Agents for the WASHBURN and MOEN MANUFACTURING CO.'S GALVANIZED STEEL BARBED FENCE WIRE.

Livery, Boarding and Veterinary

STABLES,

BEST IN THE PROVINCE,

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First-class Rigs, Family Horses, comfortable Stables, &c. Call and inspect.

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GOVERNMENT INSPECTOR,

JAMES ST., WINNIPEG.

W. H. MARSH, *Winnipeg.* RAMSAY, DRAKE & DODS, *Montreal.*

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MAIN ST.,

NEAR THE C.P.R. STATION,

WINNIPEG, MANITOBA,

H. A. CHADWICK,

Proprietor.

The Bar is supplied with the best Brandies, Ales, &c., and choicest Cigars.

## CITY TEA STORE.

### McENEANY & CURRAN,

WHOLESALE AND RETAIL DEALERS IN

Groceries and Provisions, Flour Feed &c.,

DIRECT IMPORTERS OF

Teas, Coffees and all kinds of Fancy Groceries,

225 MAIN STREET,

WE INVITE CRITICISM AND DEFT COMPETITION.

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