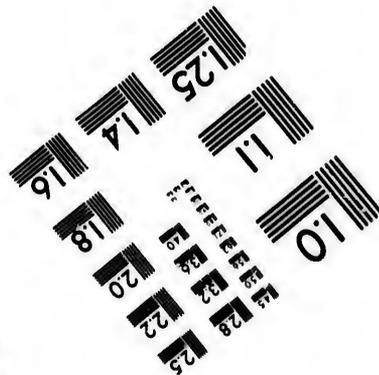
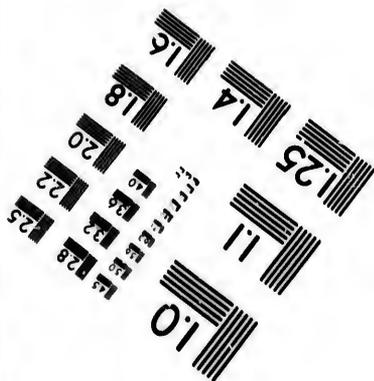
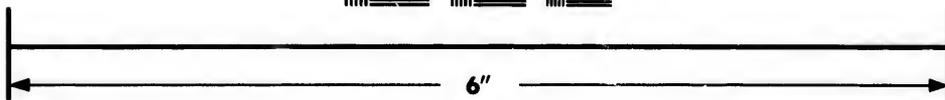
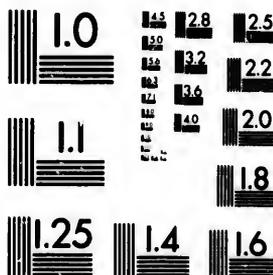


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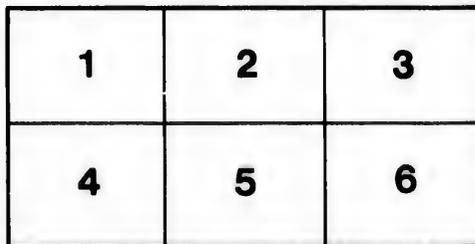
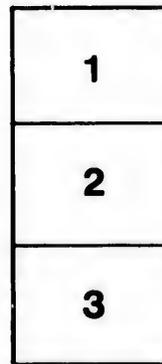
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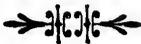


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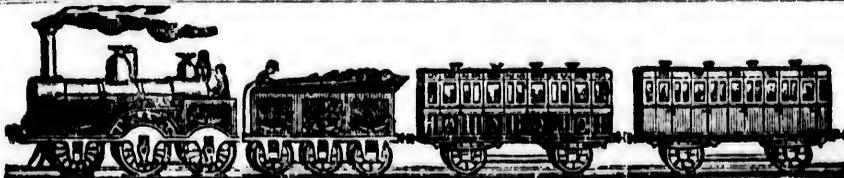
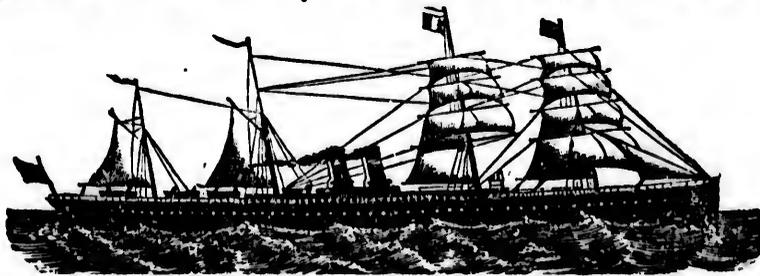
THE NORTH-WEST TERRITORY,

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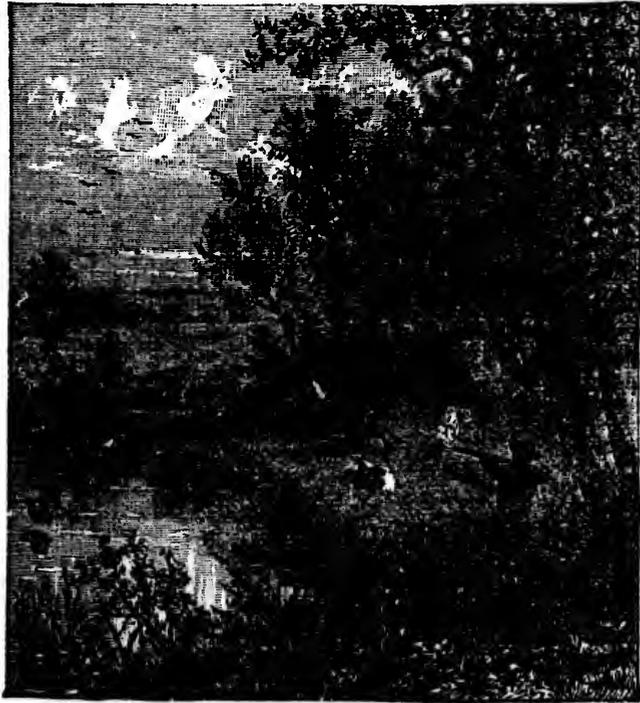
THROUGH TICKETING by the ALLAN ROYAL MAIL LINE.



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TO THE SPORTSMAN, THE ANGLER, AND THE ARTIST, Canada offers a splendid field. Game and fish are abundant. Of wild animals there are in the old Provinces, foxes, moose, cariboo, red deer, otter, mink, pine marten, sable, hares, raccoons, squirrels, etc., while in the Far West there are immense herds of buffaloes on the plains. Of feathered game there are woodcock, snipe, pigeons, plover, partridges, quail, geese, ducks, brant, curlew and prairie fowl. All game is common property; the sportsman is at liberty to shoot where he likes, what he likes, and when he likes, with this exception, that during a certain time of the year it is illegal to take game. This is necessary in order to preserve it from total destruction.



ON THE SOURIS RIVER, MANITOBA.

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NOTES OF A TOUR
THROUGH THE PROVINCES OF
Quebec, Ontario, Manitoba,
AND THE
NORTH-WEST TERRITORY
OF THE
DOMINION OF CANADA.

BY THOS. STEPHENSON, OF CROPTON, PICKERING, YORKSHIRE.



SOUTHERN MANITOBA.

BY WM. M. PORRITT, OF BRIDLINGTON QUAY.



AGRICULTURE IN ONTARIO.



LECTURE BY DR. MACGREGOR.



CROPS IN MANITOBA,
AND
LETTERS FROM SETTLERS.

NOTE.—The Canadian Dollar is equal to 4s. 2d. English Money.

HAVING taken my passage in the Allan steamship *Sardinian*, J. E. Dutton, Commander, I went on board at Liverpool, on the 20th July last, in company with Mr. J. R. Birks, of York City, in whom, through all our journeyings, I found a pleasant and agreeable companion. Not having been on board an ocean-going steamer before, I was a little curious as to the accommodation, &c.; and I would say here, that I was agreeably surprised at the provision made for the comfort of the passengers, whether in the saloon, intermediate, or steerage. As far as I could observe, everything possible is done to make the voyage across the ocean comfortable and agreeable. The kindness and courtesy of Captain Dutton and the officers of the ship; the attention of the stewards, both in the saloon and bedrooms, more especially if through sickness you are unable to go to the saloon table for your meals, when the steward will procure you anything you may fancy and bring it to your cabin; the cleanliness and order everywhere prevailing on board, and the care and skill shown in navigating these floating palaces, make a voyage in them very enjoyable. Few, however, escaped without suffering from sea-sickness to some extent, but it soon passed off, leaving us with better appetites than before, to do justice to the splendid meals which were placed before us, consisting of nearly every delicacy of the season. I had the opportunity during the voyage of looking through the intermediate and steerage departments, and of tasting the soup, bread, and beef served out to the steerage passengers, and was very much pleased with the manner in which the emigrants were treated. The food was good and wholesome, the apartments clean and well aired, and the wonder to me was that, with about one thousand steerage passengers aboard, the stewards managed to get them their meals with such order and precision; everything was arranged and superintended by the officers of the ship, and carried out by the stewards with military precision. In conversing with the emigrants I found very little fault-finding indeed; and where there was fault found it was generally by someone who, from his appearance, had left a worse table at home than he had found on board ship. With an ordinarily favourable passage there is no need for anyone to fear crossing the Atlantic; to me it was really enjoyable. The friendships I formed in going out and returning will never be forgotten. I had equal comfort in returning to England, in the steamer *Sarmatian*, belonging to the same company, and I have no hesitation in recommending those who contemplate crossing the Atlantic to avail themselves of the Allan line of steamers; they will be taken at a reasonable charge across the sea, and get excellent accommodation, and as the Company is under contract with the Canadian Government for conveyance of the mails, the steamers start punctually on their appointed dates, a matter of no small consideration to passengers.

As the sea route has been so often described, I will only say that we arrived safely at Quebec about seven o'clock on Saturday night, and after getting out our luggage, stayed there over the Sabbath. Monday morning, July 31st, started for Ottawa, by the Occidental Railway, via Montreal, 190 miles. Passed through a poorly cultivated district inhabited principally by French Canadians. The land appeared to be of poor quality; but in running through it by railway one does not get a correct idea of the country, for generally speaking the rails run very often through the worst parts of the country. I found afterwards

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that a few miles from the railway the land was of a much better quality, and better farmed; I found this to be the case also in the North-West Territory, the land fifteen or twenty miles from the railway track was better wooded and more desirable for farming. After reaching Hardieberg the land begins to improve—better modes of cultivation are seen. The growing crops are principally oats, barley, and peas; the latter seemed to be the most abundant crop of any. Changed trains at Montreal, and started on our way to Ottawa, a distance of 160 miles. The land just outside Montreal is mostly settled, but, as the French Canadian element largely prevails there, the land is poorly cultivated. These French people, on the whole, make but poor farmers—too idle or indifferent to gather the stones off the land. These people can live so cheaply on their own land it makes them indifferent as to the future. When nearing Ottawa we passed through a large tract of forest, the trees being regular giants of the forest, principally maple, ash, and pine. Here and there we saw a shanty which a hardy settler had erected, and was attacking the woods with axe and fire. The great bulk of the lumber which comes down the river St. Lawrence to Quebec comes down the Ottawa River. Ottawa is splendidly situated, the streets are well laid out, the buildings good, especially the new block of Parliament Houses, which is a beautiful sight; such a block of buildings it has never been my lot to see before. There is a fine Public Library in connection with the buildings, and in the midst I was pleased to see a statue of our own beloved Queen. There are large saw mills, driven by water power, cutting up immense quantities of lumber, which go to build the towns and cities of the Far West. In our rambles in the gardens of the Parliament Houses we came across a section of a fir tree cut from a tree grown in British Columbia: it was over eight feet in diameter, its height 300 feet; its age, computed by counting the rings shown in cutting, 566 years, so that it would be 183 years old when Columbus discovered America. Having letters of introduction to Mr. Lowe and Mr. Small, of the Department of Agriculture, we sought an interview with the latter, when we found that Mr. Lowe had just started for the North-West Territory; however, as the Hon. J. H. Pope, Minister of Agriculture, was in attendance at the office, Mr. Small kindly introduced us to him, and we had a lengthened interview. I was much pleased with the interest he took in the object we had in view when he found, by our letters of introduction, that our object was solely to see the country and report on its adaptability as a field for emigration. *As I had come out solely on my own responsibility, and having to pay my own passage, I had provided myself with a memorial signed by a large number of my fellow farmers in the neighbourhood where I live, stating my position and the object I had in view in going out to Canada.* When I placed this in his hands, and he had looked it over, together with the testimonials of my colleague, he at once said that we were just the men they wanted to look over the country, form our own opinions, and go back to England, and give our people the result of our observations. And here I would bear testimony to the courtesy and kindness we received, not only from the Minister himself, but also from the Government Emigration Agents at the various places where we stayed, among whom I would mention especially Mr. Stafford, of Quebec, Mr. Donaldson, of Toronto, Mr. Grahame, of Winnipeg, and Mr.

McGovern and Mr. Hurdon, of Duluth. These gentlemen exerted themselves to the utmost to make our visit not only enjoyable but profitable, by taking us out in their conveyances to see the country around the cities where they are stationed: their kindness we shall long remember. In the conversation we had with the Hon. Mr. Pope, after pointing out the route he thought we should follow and the places he should wish us to visit, about the last thing he said was, "That the Government of Canada did not wish to influence our decision in the least; they did not wish anyone to come to Canada under false impressions, and then say they had been deceived. What we want you to do is to go through the country, form your own conclusions as to its advantages or disadvantages, and when you get back to England state them to the people, give them the dark side as well as the bright side, and then let them decide for themselves." This, we thought, was just as it ought to be, and bidding him farewell, we returned to our hotel, and started immediately for Toronto. On each side of the rails we saw good crops of barley and oats. Just before we reached Toronto we saw some splendid crops of barley in the Scarbro' township. An old friend, Mr. Owston, who left England eighteen months ago, was at the station to welcome me, and he and Mrs. Owston, by their kindly attention, made me feel at home. I was glad to take a rest under their hospitable roof.

Toronto is a fine city, possessing a large population, splendid public buildings, magnificent churches belonging to various denominations, and large manufactories of various kinds. The streets are wide and well laid out. The prices of flesh meat and flour have increased very much during the last months, and the cost of living in the large towns is materially increased; but in the country districts, as in England, every kind of produce is very reasonable, and any poor man with a large family will act wisely if he endeavours to get away into the agricultural part of the country, where work is plentiful and house-rent low. My first visit was to the farm of English John Smith (so called to distinguish him from two other Smiths in the neighbourhood), who lives on a farm of 100 acres. And as the principal object of my visit to Canada was to ascertain whether it was a suitable field for emigration for English farmers who were not able to command a large amount of capital, I have tried to realize that object by visiting a class of farmers who, not having much capital when they arrived in Canada, nevertheless, by industry and hard plodding, have raised themselves and their families into comfortable circumstances. It is the history of such men as these that I shall give in these pages, to show to intending emigrants what steady industry and perseverance will do in enabling them to get comfortable homes, and eventually to gain independent positions in life. I find from the reports of former delegates that their visits were to the larger holdings, where men with capital were rapidly adding to their already abundant means, and as these have been so fully reported on already, I have, with only a few exceptions, visited the class already referred to. Mr. Smith came from Yorkshire many years ago. He had only £5 left when he landed. He found his way to Unionville, twenty miles from Toronto; he hired out for a year or two, then rented the farm where he now resides. The landlord put him up a new house, and after a year or two offered to sell him the farm for £4 an acre, or £400 for the whole. The

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bargain was made, he paid down £10 of the purchase money, all he had in the world, the landlord giving him six years to pay the rest. He went to work in good earnest, met his engagement, cleared off the whole £400, has now a good and well furnished house to live in, and has bought two other plots of seventy-five and fifty acres adjoining. The land is good, and this year his crops of barley and wheat are good, the spring wheat especially. Mr. Donaldson, the local government agent, accompanied me to see some farms about twenty miles west of Toronto, where we got into a splendid fruit country. The first farm we went to was one of 400 acres. They milk thirty cows, send the milk to Toronto, and make a large profit, each cow being estimated on the average to produce milk worth from fifty to sixty dollars per year. They have a large apple orchard. The owner of this farm, by steady industry, had been able to buy the farm some years since, and is now, in old age, reaping the fruits of his labour. From thence we drove by the lake shore road to Oakville, calling on our way at another farm, which was then for sale. The owner was asking forty-five dollars per acre. It is a light sandy loam, extent 120 acres, 100 acres cleared. There is an orchard ten acres in extent, well stocked with beautiful fruit-trees, every tree loaded, estimated to produce 800 barrels of apples. Such a sight I have not witnessed since I came to Canada. The house needs some repairs, as well as the buildings. It stands in a good situation on the shore of Lake Ontario, two miles from a railway station, and fourteen miles from Toronto. Any one wishing to go into the fruit business would find it a desirable location. Proceeded through Oakville to Bronte, on our way to Mr. White's farm, which is 427 acres in extent, twenty-seven acres being under fruit. Here I saw, to me a most remarkable sight, viz., six miles of fencing made with the roots of the pine trees which had been drawn out of the ground by a stump extractor, and then placed on their edges around the fields, making a very formidable fence. The buildings were the best and most complete of any I had yet seen. They can tie up eighty-four beasts, have boxes for fourteen more; a large sheep-pen, with foldyards complete; stabling for seven horses; barns sufficient to contain all the grain grown on the farm, and a good frame house suitable for any family. They keep eighty sheep, and over eighty cattle, principally shorthorns, the owner of the farm being celebrated in the neighbourhood for his breed of cattle. The farm can be bought for £5,000. It is a mile from the Bronte station. I am told that the owner—Mr. White—when he arrived there, fifty years ago, was not worth a dollar. I also met, when at the emigration office, a Mr. Hollen, who, when he came there, forty years ago, worked for fifteen dollars a month. Now he has a farm, five miles from Toronto, of four hundred acres (besides a large sum of money lent on mortgage), and he sells 4,000 dollars' worth of grain yearly, his wheat this year averaging from thirty-five to forty bushels per acre, oats sixty bushels, barley forty bushels. Such are a few of the instances of successful toil extracted from my diary, to show what has been done in the County of York; and these instances might be multiplied by the score, of people around Toronto, and in the different townships in the neighbourhood, especially to the north of Toronto, where good farms can be bought or rented at a reasonable rate.

On August 14th we started by the Grand Trunk Railway on our journey for the North-West Territory; saw some good land in the

neighbourhood of Guelph, especially on the north side, which is a good farming country. After leaving that neighbourhood the country is somewhat broken, more suitable for pasturage than tillage. Around Paris there are some nice-looking farms, but in some places the land looks light and sandy. At Sarnia our luggage was examined by the Americans. The train crossed the river on pontoons, and having again arrived on *terra firma*, we started across the State of Michigan, through a wild, uncultivated district, to Chicago. On nearing that city, saw large herds of cattle feeding on the prairie grass, and a good many farms cleared and in good condition. Passing through Chicago, we proceeded for St. Paul, a distance of 420 miles. We arrived there in due course, and after having a look round the city, again took the cars for Winnipeg, passing through immense patches of wheat, thousands of acres in extent, which was being cut by self-binders. As many as eight of these were following each other in the same field. The land did not impress me very favourably; the wheat, somewhat short in the straw, could not yield more than from sixteen to twenty bushels per acre.

Arriving at St. Vincent we crossed the border again into Canadian territory and soon arrived at Emerson, the gateway city of Manitoba, where we spent some time in enquiring about the quality of the land in the neighbourhood. The City of Emerson is situated on the Red River; this river runs through one of the most fertile belts of land in the North-West. Emerson is only a small place to be termed a city, but this appears to be the fashion in the North-West; every place the size of an English village is dubbed a city, not, I suppose, from what they are, but what they expect them to be. Yet Emerson has its bank, its drug store, doctor, dry goods stores, &c. Not having time to go through the southern part of Manitoba, I will remark here that from enquiries we made of the people staying at the hotel, and of others we met with, we came to the conclusion that the land in the south part of the province is of excellent quality, and is being rapidly settled up, so that anyone wishing for land in that neighbourhood will have to be looking out very soon. Having written so far, I bethought me to communicate with my friend Mr. Porritt, of Bridlington, who has four sons settled in this part, and ask him to give me his opinion of South Manitoba. I append his letter.

DEAR SIR,

BRIDLINGTON QUAY,

December 5th, 1882.

I have pleasure in complying with your request that I would give you my opinion as to Southern Manitoba. A concise account of what I myself have done will show it fully.

In 1880, owing to the indisposition of my eldest son preventing him from following his profession, the sea, I went out with him to Manitoba, as from the Reports of Delegates, and information which I obtained at the office of the Canadian Government, I thought it probable that it might suit him to settle there and commence farming.

I left Liverpool on the 31st March, in the Allan Liner *Sardinia*, and after a rough passage, in which the ship proved her excellent qualities, reached Halifax, N.S.

On the passage out, I heard terrible accounts of Manitoba and the North West with reference especially to climate, and the flat character of the country, which, it was asserted, rendered it liable to be under snow or water for some eight months in each year.

The Eastern Townships in the Province of Quebec, and the district round Toronto in the Province of Ontario, were strongly recommended to me in preference

to Manitoba, and for about twelve hours I was in a state of indecision. Indeed, if the statements made to me should prove to be true, it seemed probable that I might never get back from Manitoba. I finally adhered to my resolution to go on.

I mention this, because even now emigrants are subjected to similar influences, particularly in the United States.

During the passage to Halifax, I made the acquaintance of three gentlemen—two being practical farmers—who were going out with views identical with mine, the result being that we determined, if possible, to settle together in the same neighbourhood, for mutual help, both agricultural and social.

One of our party had two sons in Manitoba, and they were to meet him in Emerson. They did so, and after a conference and full discussion, I and the younger of these sons were deputed to start and make an inspection of certain lands, on which to settle if our report should be favourable.

The published reports of the Government Surveyors I found very valuable, and perfectly reliable.

I purchased horses, and struck for the district comprised in the watershed of the Cyprus River. After much labour, and under serious difficulties—for it was the break-up of the frost, and the worst season known for several years—I found land well adapted for mixed farming. I instantly returned to Nelsonville, where my people were anxiously awaiting my return and report, for they had with them oxen, waggons, and household goods of every description. The result of my report was that we entered at the Dominion Land's Office for 3,200 acres, almost in a square block. There we settled, and there my sons are now. On reaching the locality every member of the party was satisfied with the land.

It was near timber; the water was abundant, and excellent in quality; it was well adapted for stock of all kinds, having fine natural hay meadows, and soil capable of producing roots and cereals of every description in abundance and perfection. The scenery, too, was fine, quite equal to many parts of Yorkshire, of which it strongly reminded me. I may here say that the land we took up is comprised in Townships 6 and 7, Range 10 West, in what is called the Tiger Hill district. To the north is a rough and wild country, quite unfit, in my opinion, for cultivation; being hills, light in soil, in great measure covered with small scrub, and desolate in character. It is a country for moose deer, and other game, though cattle can range and thrive well there. The range of hills is about four miles in breadth, outside that limit the country is almost fully settled up now. It is watered by the Poyne River and Little Boyne, and has numerous pools of spring water, which never fail, even in the driest seasons. Wild fruits are found in great profusion.

The trail, from Emerson through West Lynne, intersects the Meononite Reserve, and in 1880 the sloughs were very bad, and consequently difficult to cross. That is now entirely changed. From Emerson to Tiger Hills there are two main trails—one through Nelsonville and Lorne, the other through Mountain City, Alexandria, and Darlingford. Every slough is now bridged, and every soft or boggy place bushed, or otherwise made passable. These two routes cross the Pembina Mountain at its respective extremities, and pass through a rich and fertile country.

The progress made in two-and-a-half years is astounding. I have passed through the district eight times, and have therefore had ample opportunity of seeing the gradual, yet rapid growth of area under cultivation. I cannot think that it has been surpassed in any country in the world.

After seeing my son and friends settled on the ground, all living together in a tent which I had purchased in Winnipeg, I returned to England, by way of Quebec, in the Allan Liner *Peruvian*. I reached home on the 22nd June, having been fifteen days only from Emerson to Bridlington Quay.

On the 12th August I again found myself on board the *Peruvian*. I had with me a younger son, who wished to join his brother in Manitoba, and who had for some months been learning practical farming on the Yorkshire Wolds. We had a fine passage to Quebec. On reaching Emerson I purchased a yoke of oxen, waggon, a small tent, a simple and inexpensive camp cooking equipage, and hired a man to drive and attend to the oxen. I had dogs and guns with me, and journeyed in a leisurely way to Tiger Hills. I shot prairie chicken and duck as I went along. A little before sundown each day we pitched our tent, cooked our game, and then turned in, to rise each morning at daybreak. The weather was magnificent, and the journey thoroughly enjoyable.

On reaching my son's place I found his shanty (log house) was built, and one, for another of our party, in course of erection. Several acres of land were under crop—oats, barley, and potatoes. It will be well understood that, reasoning the

ground in June only, to effect these results even, great effort had been necessary. I left again for England, and reached home at the end of October, having compassed the entire distance *twice* from the 31st March previous.

I was so well satisfied with the result of my two visits, and so much impressed by the natural advantages of Manitoba for energetic young men wishful to farm—fond of a free open-air life, and willing to work hard and *rough* it for a few years—that when a third of my sons (and I have five) expressed a strong desire to join his two brothers, I raised no objection to his doing so.

In 1881, the 22nd April, I again left Liverpool, this time in the Allan Liner *Polynesian*, for Quebec, taking with me my younger son, and also a friend of his, who was to remain with my boys until he found land on which to settle. He has since purchased Hudson's Bay land, about two miles distant. We travelled from Quebec straight through to Winnipeg. There we took one of the steamers which run on the Assiniboine, quitting her at Smart's landing, where I had arranged for a conveyance to meet me and to carry our *impedimenta*. Smart's Landing is twelve miles from my place as the crow flies. Next day I reached the end of my journey. I passed the entire summer there, and returned to England in the fall, more satisfied even than before.

The weather had been magnificent. My sons, too, had passed a winter. They were in excellent health, and in spite of hard work and rough settlers' life, were sure that both country and climate *would do*. The cattle were thriving, a fair quantity of land was under the plough, a large pasture of natural grass was fenced in, a second shanty was up, and, in fine, the place had assumed the look of a farm homestead. From a hill close to my son's house I could count some thirteen shanties, and in various directions the eye could rest on ripening crops or bared stubbles. I left with regret. The climate is simply fascinating—to me at all events. No other word can express my opinion of it. The summer is hot, but the nights are cool, and induce sound and refreshing sleep. The rapid growth of vegetation must be seen to be believed. The Prairies—whether rolling or flat—teem with an almost endless succession of wild flowers. The lovely blooms on the rose scrub, with their delicate scent, are charming. The wild hop is most luxuriant, and the fruits, which are all indigenous, are in great profusion. The strawberry, currant, raspberry, gooseberry, high and low bush cranberry, cherry, and wild plum, can be gathered wherever suitable conditions offer themselves; and, during the summer and autumn of 1881 we literally lived on wild pigeon pie, wild fruit pie, prairie chicken, and wild duck.

I left in the fall of 1881 with regret, again availing myself of the Allan Liner from Quebec.

The summer of this year (1882) I left Liverpool on the 27th July in the *Circassian*, taking with me a fourth son. I had also the wife and five children of a highly respectable farmer from Lincolnshire, who for the present is at my shanty, and who went out in March last in the *Sarmatian* along with another friend of mine from Hull, and who is also at my son's place. A fine young fellow—a nephew of my wife—from the neighbourhood of Leeds, is also there.

Early in October last I drove across to Portage la Prairie, about fifty miles, there I took train for Quebec, whence I had the pleasure of your company to England.

I am a thorough believer in the future greatness of Manitoba and the North West. It has every natural advantage. To the farmer possessed of a few hundred pounds—perhaps the residue left him by the late adverse seasons in England—it offers a comfortable home and certain independence. Every nail he drives is into his own plank.

In conclusion I can but say that I have kept strictly within the limits of my own experience, and I am fully satisfied that the progress made in Southern Manitoba is equalled, if not surpassed, by the country further west, but of that I have no actual personal knowledge, simply information from others. Should any doubt, I say to them, go and see. A Guide for Tourists is published by Messrs. Allan Brothers and Co., of Liverpool, and I believe they send it gratis to applicants; it contains full information.

I can speak in the highest terms of the Allan Line. The comfort of the ships, and the kind and assiduous attention of the officers to all on board, cannot be surpassed. On the outward voyage to Quebec last July, in the *Circassian*, an Address was presented to Captain Smith, signed, almost without exception, by the saloon, intermediate, and steerage passengers.

I am, dear Sir,

Truly yours,
WM. M. PORRITT.

To
THOMAS STEPHENSON, ESQ.,
WHITE THORN HOUSE, CROFTON, PICKERING.

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With regard to Winnipeg I will only say that it is amazing to us Old-World people how the place has grown. From being an inconsiderable village four or five years ago, it now boasts of a population of 26,000, and is still rapidly increasing; so much so, that you could stand in the more open parts of the city and count about one hundred houses all going up at once. Many of the labouring class have tents of their own, which they pitch on the prairie, and so save the cost of lodgings, which are very expensive.

After calling on the emigration agent, we started for Brandon. During our journey we passed through prairie land all the way, and saw some splendid crops of grain, nearly ready for harvesting, especially on each side of Portage la Prairie, where the land is very good, though subject at times to be flooded by the Red River. And here I would remark in reference to the floods last spring, that though they were unusually high, and did a large amount of mischief, yet the reports which reached the lower provinces of Canada and England were very much exaggerated, and I fear that it was done intentionally by parties who wished to turn the stream of emigration towards the States rather than Canada. However, we found the emigrants very hopeful in reference to the future, and in no way discouraged by recent events. We ran through several miles of country before we came to Brandon, which does not look as if it was worth cultivation; but here the same remarks apply that I have made previously, that the railway in many places runs through the worst land in the district, and that at a few miles distance on each side of the track the land is much better. However, I understand that the greatest part of the land in this particular quarter is taken up, either by actual settlers or land jobbers, and now you must pay from five to twelve dollars per acre for it.

We proceeded from Brandon to Rapid City, a distance of twenty-two miles, by stage waggon. Arriving at Rapid City, we drove in the direction of Oak River, and over the open prairie for many miles. There are no fences, and one of the laws of Manitoba compels all the people in each township, who have cattle, to send them all in a flock, attended by a boy or man on horseback. They are pastured by the sides of the rivers and creeks during the day, are taken home at night and shut up in large pens till the morning, when they are again taken in charge, so that there is no danger to the farmers' crops. We saw some splendid crops of wheat and oats grown on land that had been wild prairie two years before. During our journey we came across an Ontario man who had located there three years ago: he had built himself a comfortable house and some outbuildings; he had ploughed with one pair of oxen so much land, and back-set it in the autumn of the year he came, sowed it the next spring, that the produce of his single-handed labour, when thrashed, amounted to 1,200 bushels of grain. He kindly entertained us at dinner, and I had this statement from his own lips.

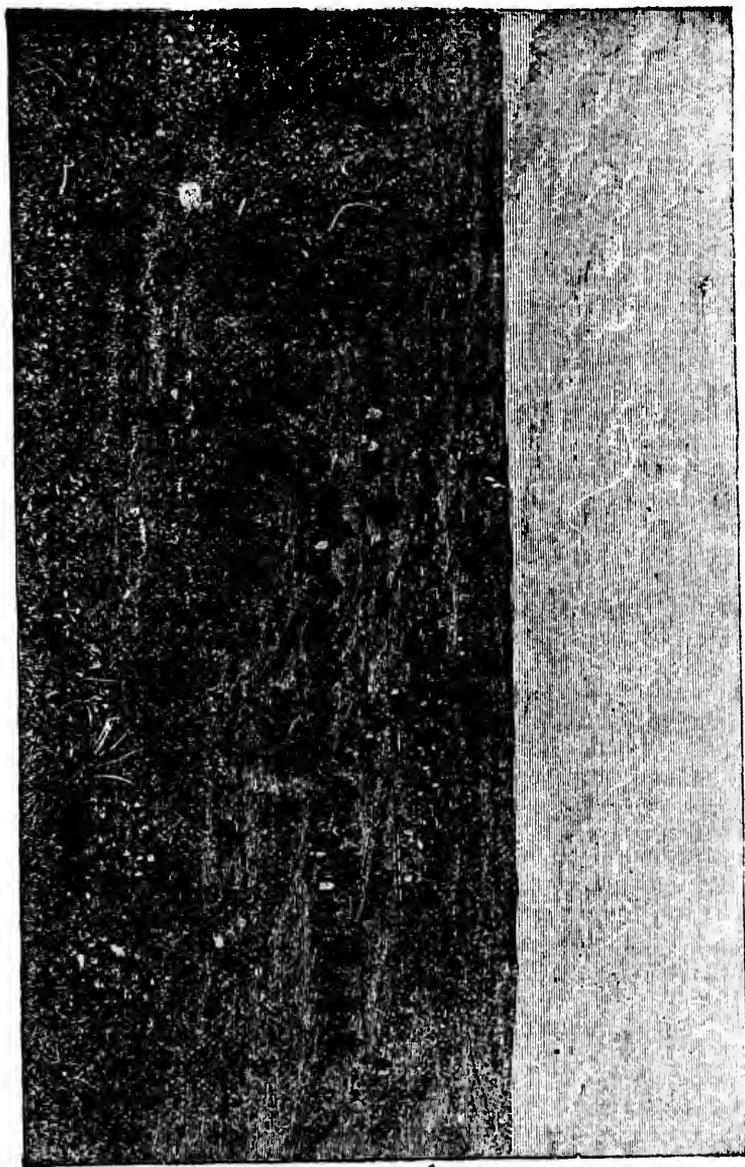
As we penetrated still further into the district, we called at another farm-house, whose owner, with his family, had come from Ontario three years ago, and had taken up, with his sons, a section and a half of land (920 acres), all adjoining. The produce of his first year's efforts was 3,000 bushels of grain, and this year he has ninety acres of splendid crops, which he estimates will yield—of wheat thirty to forty bushels per acre, and oats eighty bushels. The demand for grain is such that he sells it all at his own door. Last year he sold his wheat at 4/2 per bushel, and

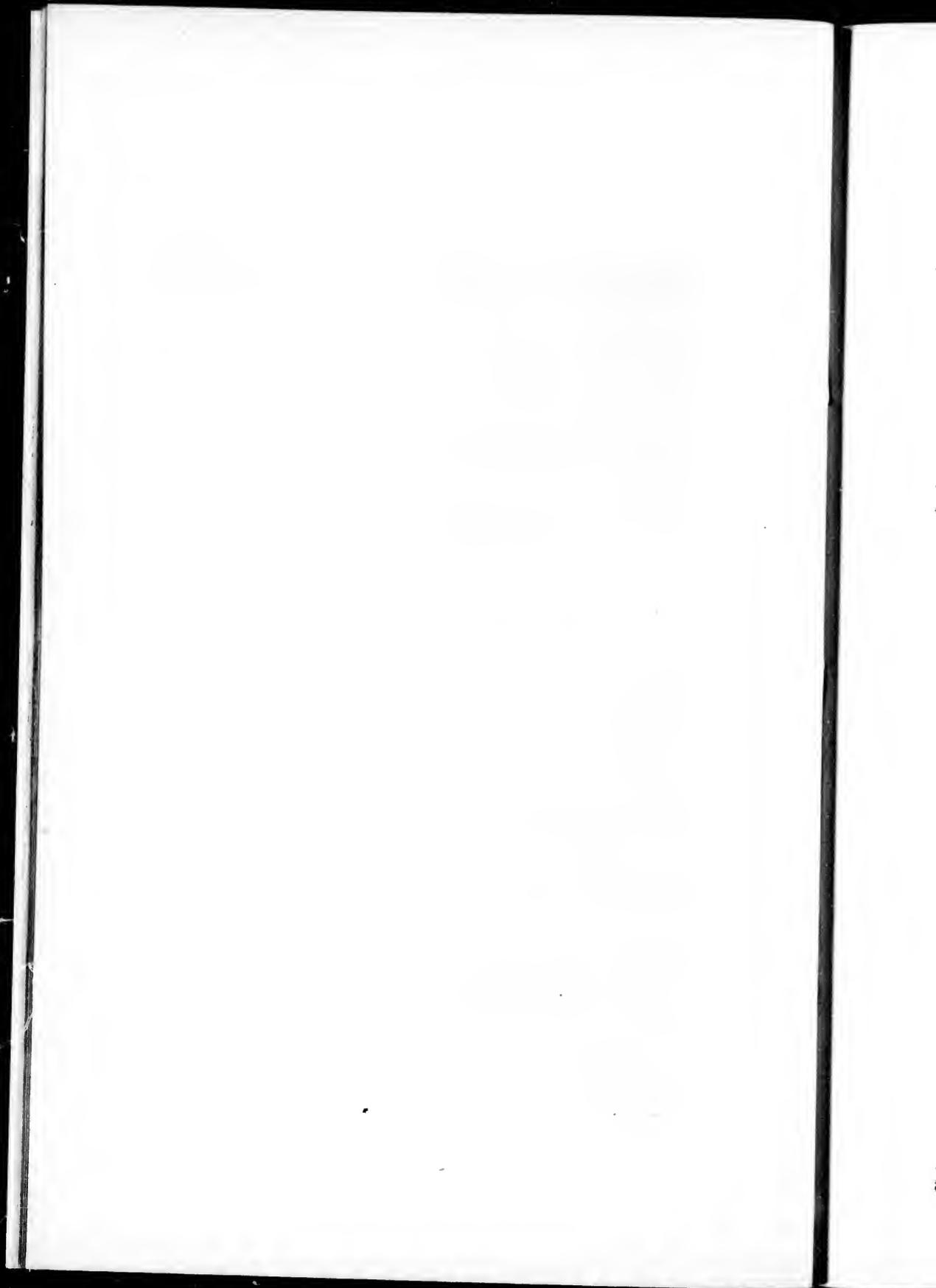
oats $3/5$ per bushel. The country round here is the best that I have yet seen on the prairie. A good part of the land is taken up by settlers, and the rest by land speculators, but can be bought of them at from five to twelve dollars an acre. Here is a Baptist College, which has got a grant of 1,000 acres, where young men are taught to work on the farm in the summer, and study for the ministry in the winter. Such is the scarcity of labour here, that the Wesleyan minister, assisted by his wife, built the parsonage with their own hands; his name is Mr. Dyer. Timothy grass grows well on the broken-up prairie, a lot having been cut this year at Rapid City which was estimated at two tons per acre. Returning to Brandon I saw a primitive post-office: it consisted of a three-legged stool, and underneath a tin pail to put the letters in. Brandon is indeed a marvel. Last year, at this time, there were only four or five houses on the spot; now houses are springing up everywhere, as if by magic; the population of the town is now high 3,000. It is the centre of a large prairie district, thousands and tens of thousands of acres of land lying around. Sites for shops and public buildings are very dear, as much as 175 dollars per foot being paid for good sites in the front streets. While at Brandon I paid a visit to the farm of Mr. Whitehead, to get some samples of grain to bring to England. Mr. Whitehead has 640 acres of land, about three miles to the south of Brandon. He gave two dollars fifty cents per acre. He entered on his farm in June, 1881, got his land broken up, and in the following spring put in his seed. When I saw the farm he was reaping his oats, a good crop of 350 acres, which I since heard yielded him 58 bushels per acre. He had also twenty acres of fine wheat, which would yield thirty-two bushels per acre. He had only a few acres of barley; had a nice stock of cows, some useful horses, had built himself a good frame house, and in a few years will be an independent man.

From Brandon we proceeded to Broadview by the railway cars, and from thence to Qu' Appelle by a freight train, laden with sleepers and rails for the new railway making ahead of us. We found this place composed of a few canvas tents, pitched here and there, not even a wood house to be seen. The railway had only reached there a few weeks before, and all was consequently in a very primitive condition. We proceeded by car to Fort Qu' Appelle, a distance of twenty miles, in company with two gentlemen, and in crossing the prairie we drove through the great Bell Farm, comprising 64,000 acres, recently bought by a company, and which they were now breaking up preparatory to sowing the next spring. We saw, as we passed, eight teams of ten oxen each ploughing with the Sulky double-furrowed plough, and a reserve of forty oxen to keep changing with. I think these very large farms are a mistake, as they shut out the individual settler, and I was glad to see, on taking up the papers after I got back to Winnipeg, that the Canadian Government had decided that the numerous squatters which had settled on this farm in various parts should have due respect paid to their claims, so that the large monopoly will be broken up. We arrived in due course at our destination, our journey having been through a level tract of uncultivated prairie; indeed, we seemed to have got beyond the region of cultivation, the land having only been taken up within the last few months. Here we found a good number of young Canadians, who had come to look for land in the neighbourhood—fine, stalwart young fellows, just fitted for frontier life—and I wish to bear my testimony to the kind manner in

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THE QU' APPELLE VALLEY, MANITOBA.





which we were treated by them. They are not rough, as one might be led to expect, away from civilized society; their treatment of us was courteous, and whatever information we needed was given in the readiest manner; they are a credit to the Province of Ontario, from which most of them had come. This is one of the finest valleys I have seen in Canada, the river Qu' Appelle running through the four lakes in the beautiful valley in which they are situated, the mountains rising in grandeur on each side, and producing the famous echo from which the valley is said to take its name. The tradition is this:—A Frenchman coming alone into the valley had occasion to speak aloud, when the opposite hills threw back the sound. He, in some alarm, cried out, "Qu' appelle?" or, "Who calls?" The echo brought back the same words to his ears, and after trying the word again and receiving a similar answer, he fled in terror, thinking there was someone concealed in the opposite hills. Here is still to be seen the old stockaded fort which the Hudson Bay Company erected to protect their furs and servants from the attacks of the Indians. But all this is now changed. By keeping the whiskey from the Indians they remain quiet and peaceable. There are four encampments of Indians around us, yet no one dreams of danger; they wander around the place where we are staying, good-naturedly looking at us, and, I suppose, get their living by hunting and fishing; they do not seem to care for work. On the Sunday there was service, morning and evening, in the hotel, conducted by a Presbyterian minister, who came over with us on the Saturday from South Qu' Appelle, so that thus early the religious interests of the settlers in this far-off district are being cared for by the religious bodies in the older districts of the Colony. From enquiries made of the people staying at the hotel, we learned that there are some fine tracts of country forty or fifty miles to the north of us, well wooded, and being rapidly settled up by enterprising families, principally from Ontario and the Eastern Townships of Quebec. Our time being limited, we could not go further in that direction.

Leaving the valley, we came across the prairie by stage in a south-west direction, to find the camp of some young men that my colleague had sent out from Howden Dyke, near Goole, in the spring. They have got a section of land about six miles from the railway, and altogether in a good location. We found them with a tent pitched, and a log shanty, living in quite primitive style, doing all the household work amongst themselves; still they were quite cheerful, and said they had not had such good health for a long time as they have had here. This summer, with a pair of oxen, they had broken up twenty acres, had got together twenty tons of prairie grass, and were getting up their firewood for winter. They had to cart the wood a distance of six or seven miles, which is a great drawback to settlers in this part of the prairie country; but in other parts, especially on the borders of the large rivers, there is abundance of wood, both for firing and building purposes. While staying with our Howden Dyke friends we had a call from four of their neighbours, who, like themselves, had taken up land on the open prairie. They expressed themselves with confidence as to the future of the country. These young men had been over the prairie for some miles, at what they call a building "bee." When a farmer wants his house building, a number of his neighbours assemble, and in a short time he has a decent shanty erected. Having enjoyed

ourselves very much, we said good bye to these fine young fellows, who richly deserve success, and who, I believe, will succeed. One of them came with us as far as Troy City, where we again turned our faces eastward to retrace our steps. With some difficulty we made out the place, a "City!" *save the mark!* It consisted of a canvas store, a telegraph office, and half a dozen mounted police tents. I must in justice add, that since we were there, I have heard it has increased considerably. As we were now well up to 400 miles north-west of Winnipeg, and as we had visited many different places on the prairie, both north and south of the railway track, and having got a good idea of the quality and condition of this great prairie land, and as we could not well find time to go further west, towards the Rocky Mountains; and being assured, by parties who had been over that part of the country, that what we had seen was a very fair sample of the great wheat-growing plain of this vast North-West Territory, we deemed it prudent to return to the more cultivated districts of the older provinces. I will now offer a few general remarks on the country.

GENERAL REMARKS.

First, as to its extent. I must confess, that though I have travelled very extensively in this great country, I have never yet been enabled to realize its vastness. Millions and millions of acres of the finest grain-growing land in the world; in fact, an ocean of land, if such an expression is allowable. As I stood on the platform of the railroad car, as we were running along, and looked first on one side and then on the other of the track, the immense tracts of land extending on each side as far as the eye could reach; and then, when we left the track, and drove by stage for long distances, still the level prairie stretched out to an almost boundless extent. As I remarked to a friend with whom I was conversing on the subject, "here is a home for the surplus population of Europe for the next fifty years."

Secondly, as to the class of people who should go to this part of the country. I think it is essentially a country for young men—men who are capable of enduring some amount of hardship—men who are able and willing to work, who are able to build their own houses, to cook their own victuals, wash their own clothes, and, in fact, able to turn their hands to anything, will succeed the best. Hired labour will be very dear and difficult to obtain for some time to come. I would not say anything to discourage the man with small means from going out, for I think he will succeed well, though he will have a great deal more privation to endure for a while; but the man who can command a thousand dollars (£200) or so, is, in my opinion, the best fitted for meeting the difficulties which must necessarily ensue in this new land. He not only needs money to pay for his land, but, as nothing of any consequence can be raised the first year, he needs what will provide him with the necessaries of life till he is able to reap his harvest in the second year, as well as to buy at least a couple of mules, or a pair of bullocks, and the necessary implements—comprising grass mower, plough, harrow, waggon, &c.—and to build himself a dwelling-house, and provide shelter for his cattle. The class of people who have already settled there, are, on the whole, well fitted for the kind of life they have to lead—steady, sober, and industrious—they are sure to make their way under the ordinary conditions of life. I am convinced that by and bye it will become one of the finest countries in the world, in consequence of the class of people who are flocking to it by

thousands. I would add a word of advice to any of my countrymen who purpose going thither, and it is this: When you arrive, do not be in a hurry to take up land; if single, put your money into some of the banks, where you will get a good rate of interest; don't tell everybody you have got money, but engage yourself to some of the many farmers already settled; you will get good wages, and you will also get an insight into the way their farms are worked. This you will find to be of great service to you afterwards; it will give you time to look round and find a judicious friend to advise you as to where and when you should buy your land, and so save you from the clutches of the many land sharks who are always on the look out for strangers, to dupe them out of their money by selling them land which may turn out little else than swamp. To a man with a family I would advise a nearly similar course, at least for a time.

Then as to where to advise anyone to settle. The great bulk of the land in Southern Manitoba is already settled, also the best districts around Portage la Prairie; still farms may be bought there partially improved, but at enhanced rates. Around Brandon there is some good land, both to the north and south of the town, and though mostly in the hands of speculators, it can be bought for from five to ten dollars per acre. I was very much pleased with the land I saw in that district, but to get the Government lands you will have to leave Manitoba, and go over the line into the North-West proper, where, as you approach nearer the Rocky Mountains, the climate is milder, and the land more suitable for grazing purposes. We heard very favourable reports of Strathallan and neighbourhood from a gentleman whom we met, who had taken up 960 acres for himself and family. He describes it as rich prairie land, growing grass waist high, and well timbered. There is also the Prince Albert settlement, together with numerous other places on both sides of the railway, where any person with ordinary judgment, combined with perseverance and industry, will do well. There is one thing I would refer to, which I think will be highly conducive to the prosperity of the North-West, and that is the prohibition by the Government of allowing intoxicating liquors into the provinces. I was much pleased to find that before we crossed the border from Manitoba the mounted police came along through the train and examined our luggage, to see if we had any liquors with us. I trust this strictness will continue, for the best effects are already visible from it.

Another matter I would mention is the facility with which the prairie land can be brought under cultivation. As soon as the settler gets possession of his allotment he can at once proceed to plough. There is no timber and very few stones to prevent him proceeding with his work from day to day, which I consider a very great advantage. It is very different to what the settlers in the Lower Provinces had to contend with, where every acre of ground which they now possess had to be won from the forest by stern hard work.

I am fully satisfied that there is a great future before this part of the Dominion of Canada; yet there are serious difficulties to contend with, which, in accordance with the wish of the Minister of Agriculture previously referred to, I now proceed to state. One great difficulty which obtains in some parts of this great prairie land is the scarcity of timber for firewood and building purposes, the material having to be carted in some districts a number of miles. This I consider a serious

drawback. Doubtless, in a short time, sawmills will be erected on the banks of the well-wooded river districts, and lumber will after a while become more plentiful; and the large seams of coal which exist near the Rocky Mountains will, by the construction of branch railways, be very soon brought within reach; but at present these difficulties will have to be met in some other way. The next four years will be the most trying time for the settlers of the North-West. Then there is the question of fencing. Wire fencing seems to be the only available thing for that purpose at present; the fencing on Mr. Whitehead's farm, at Brandon, cost 37 cents per rod of three wires. There is also the heat of the summer to endure, which, though generally tempered by a cool breeze from the north, is, after all, sometimes too hot to be comfortable; and the cold of the winter season at times is severe, especially when the blizzards overtake a traveller any distance from home. The mosquitoes, though they bite pretty keen, I do not think much of, as after the first week or two they do not produce much inflammation, and they will disappear as the land is brought under cultivation.

But in spite of these drawbacks it is a splendid country; and, as I have already said, it is a land where a man who is not afraid of roughing it for three or four years will soon acquire an independency, and soon get around him all the comforts possessed by the more thickly cultivated districts of the Lower Provinces.

ONTARIO.

Having finished our inspection of the North-West, we returned by the lake route to Toronto, and as my colleague found letters awaiting him there from his family, stating that in consequence of business matters it was necessary for him to return home at once, we decided to separate; I to look through Ontario and the Quebec Townships, and he, after calling at the Kingston Cattle Show, and paying a short visit to the Eastern Townships, to return home. After an interview with Mr. Donaldson, at Toronto, I started for Ingersoll, *viâ* Hamilton. Arriving at Hamilton, I got into a new part of the province, with which I was very much pleased, the country resembling some parts of Yorkshire (barring the hedges)—a succession of hill and dale, with here and there a nice clean-looking village, with some very comfortable-looking brick houses. It seemed so home-like that I thought I could settle down very comfortably—it is so much like Old England.

At Ingersoll I found they were holding the annual show, or fair as they call it. These fairs appear to be held annually in all the towns of any importance in the province. I met, by appointment, a gentleman of the town (Mr. Russell), whose acquaintance I had made on the lake passage from Duluth. This gentleman kindly offered to drive me out into the surrounding country, and in a tour of some miles I saw some nice farms, on which were built in many instances substantial brick houses; and the appearance of the neighbourhood is one of comfort, respectability, and, in many cases, comparative wealth. Ingersoll is a town of 5,000 inhabitants, and being situated in the midst of a good farming and dairy district, is rapidly rising in importance. The chief manufacturing industry is ironfounding, carried on in two large establishments. There is also a large pork-butchering establishment, where large numbers of hogs are prepared for exportation. At the agricultural show I met with friends who had come some ten miles to meet me. I was introduced to many of the leading

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men of the district, among them the Hon. Adam Crooks, Minister of Education for the Province of Ontario. This gentleman said he would be glad if a number of intelligent English farmers would come into the district. He was sure, with their push and enterprise, they would not only succeed, but would make very much more out of the land than was made by the present race of Canadian farmers, an opinion which I cordially endorse; for though many of those with whom I had intercourse have not only done remarkably well, but have obtained independent positions, yet I consider the time has come when a more intelligent mode of treating the land is absolutely necessary, if the country is to hold its own against the rivalry of the richer and more productive prairie lands of the North-West Territory.

Some of the animals in the show did credit to the exhibitors, who were mostly the farmers of the district. The exhibition of roots, vegetables, and grain was very good—a proof that the land is productive. After finishing the inspection I started for Dereham, a distance of ten miles, in company with my friend Mr. Wm. Fewster, passing through a good farming and well wooded country. It appeared to be the custom here, when clearing the land, to leave from ten to twenty acres of forest on each holding for firewood and home purposes; a very wise precaution, as each farmer has all the firing he needs on his own land, so that it costs him nothing, and it affords employment for himself or his men in the winter season. Many of the farm-houses are built of brick, and are comfortable, substantial buildings. The farms are mostly about 100 acres each, some being 150 and 200 acres. From the history of the owners of these farms, given by Mr. Fewster, I learned that they were mostly poor men who settled there some thirty years ago, bought forest land at six dollars per acre; after years of hard labour they got it cleared, and are now able to retire on the fruits of their labour, their land being now worth from sixty to seventy dollars per acre. There are a number of farms to be let in this neighbourhood, at from three to four dollars per acre, or could be bought at from forty-five to sixty dollars per acre.

Mr. Fewster was born in the village of Cropton, near Pickering, Yorkshire. Thirty years ago, when a young man, he emigrated to Canada, hired out for four or five years, and when he had saved a little money he bought land for himself and cleared it with his own hands. Now he is the owner of 400 acres of good land, milks thirty-one cows, and has been elected as Reeve of the Township, is one of the Councillors for the County, and is looked up to and respected by rich and poor. Mr. Fewster drove me to the residence of his friend Mr. John Morley, who also emigrated from the neighbourhood of Pickering some ten or eleven years ago. We found him on a rented farm of 200 acres, near Verschole, Co. Oxford, 120 acres cleared, for which he was paying three dollars per acre, and forty dollars a year for the remainder. He milks twenty-two cows, which cleared him, last year, in new milk sent to the cheese factory, 835 dollars; he has four draught horses, and all requisite machinery. He arrived in Canada a comparatively poor man. His neighbours helped by loans and letting him have stock on credit.* He has so far prospered that he has paid back the loans, and just lately has bought a farm of 100 acres for 5,500 dollars, all good land; has paid down 3,000 dollars, and by the time the lease on his present farm runs out, viz., in four years, he will

be able, with the sale of his surplus stock, to pay the whole of the purchase money, stock his new farm well, and enter a free man. Such is the result of earnest and persevering toil.

I also visited Mr. Robert Fewster, of Culloden, a brother to Mr. William Fewster. He left Cropton more than thirty years ago, and, like his brother William, began to work for wages till he had saved as much as would buy him a few acres of land in the bush; he cleared it, built a shanty, sent money to bring out his wife and child, and has continued to prosper. When I met with him his position was the following: he has a large family, has already settled his three oldest sons on farms of their own, containing 100, 70, and 64 acres respectively; he has 170 acres on the home farm, has spent this year £120 on his dwelling-house, milks twenty-seven cows, and is able to save something like 1,500 dollars per year; his daughters are married to respectable farmers in the neighbourhood, and he will be able to retire in his old age on a comfortable independence. I stayed with him a few days, and he kindly drove me all round the neighbourhood. It is a good farming country, and the opinion of the people in the different neighbourhoods where I have been is that this county of Oxford is one of the finest counties in Ontario. Tilsonburg is the nearest market town, distant four miles. It is an improving town, with the Great Western Railway running through it; it has the usual grist and lumber mills, driven by water power. I visited a number of other farmers who came from the neighbourhood of Pickering and Cropton, who have all done well, and are living on farms of their own. I also visited another farm owned by Mr. McClelland. This gentleman was left alone when he was very young, his father dying when he was five years old; he has had to work his way up by his own endeavours, having nothing to begin with. He now possesses 250 acres of land, has seven sons and two daughters, is building himself a new house at a cost of 1,400 dollars, and is worth to-day 26,000 dollars. He lives in the township of Dorchester, and he told me the land was good all the way down to the lakes, a distance of fifty or sixty miles. Having arrived back to Mr. Wm. Fewster's, we started early next morning to see the Agricultural Show at London, about twenty miles from Ingersoll. It is a rapidly rising town of 30,000 inhabitants; some good buildings in the principal streets, and is the centre of a large agricultural district. The stock shown were remarkably good, quite equalling any that are shown in England in the Great Yorkshire, or other local shows, and the fruit, vegetables, and roots were very good. The show was well patronized by the public, and was in every way a great success. Returning with Mr. Fewster to Dereham, he drove me the next day all round the country, and, with a few exceptions, the land is good and productive. Many of the older farmers have retired, having acquired an independence. It seems to me a good part of the country for an English family to settle in.

From Norwich I took the cars for Brantford, a city of 12,000 inhabitants, pleasantly situated on the banks of the Grand River, and rapidly rising into importance. It has good, wide, open streets, some splendid private residences, ten Public Schools, a Collegiate Institution, a Blind Asylum for 150 children, an Institute for the Children of the Indians located in the neighbourhood, where 150 are educated and taught to work on the farm attached; fifteen Churches.

belonging to different denominations; besides manufactories of various kinds. I made my home with Mr. Slingsby, whose wife was born on the farm where I now reside. He is a woollen manufacturer, in conjunction with his two sons, and to show the rapidity with which money is made, I give a statement I had from this gentleman. Five years ago he had the misfortune to have his mill completely burnt down, thereby losing all he had, something like 14,000 dollars; to make matters worse, the office where he was insured failed at the same time, so all was lost. Nothing discouraged, he borrowed money and rebuilt the mill and imported the best spinning and weaving machinery from England. Being highly respected in the city made it easy for him to get money on his own bond. He went to work earnestly, paid off all the money he borrowed, and is making money very fast, so that he is again independent.

Mr. Slingsby, besides driving me to several places in the County Brant, drove me one afternoon to the Bow Park Farm (now worked by a Company); the Manager kindly showed us around. They have 960 acres of land, 233 head of cattle, and 19 horses. The cattle are celebrated for their good breeding, being of the shorthorn pedigree; one bull I was shown was I think the most splendid animal I have ever seen, his live weight being 2,800 pounds. The farm is in a good state of cultivation, growing the best Indian corn I have seen in Canada, the stalks nearly twelve feet high. They had just thrashed out 150 acres of wheat, yielding 38 bushels per acre, oats 75 bushels per acre.

East of Toronto, in the townships of Scarbro', Pickering, Whitby, and Darlington, there is a good farming country. At Newcastle Station I met Mr. Geo. Dobson, who emigrated from Bransdale along with some of his neighbours a good many years ago, when the country was principally forest. He drove me to Orono, where he now resides. His history is the same as those already recorded. Starting life as a common labourer, he has made his way to a comfortable position in life. He has 150 acres of his own, and he rents sixty acres; he has two sons at home unmarried, another lives on a small farm a mile away, another lives near Bowmanville on a farm bought recently for 6,000 dollars, another is a school teacher with a yearly salary of 1,000 dollars, and one more at Lindsay, on a farm there; not bad work, when we consider that he started life a poor man. The country is somewhat hilly, yet the land is generally good; not so strong a soil as the land to the west of Toronto, but a light loam, which grows good crops of spring wheat, oats, and barley. They have given up sowing fall wheat in this district, as it is often killed by the frost, but spring wheat does not yield so well as fall wheat. I visited nearly all the families and farms in the neighbourhood; many of them are descendants of parents who came from the dales of North Yorkshire many years ago, and, having laboured hard, have left their children in comfortable circumstances on the farms they have won from the forest. Many are the stories the old people tell of their early struggles. In all my travels amongst the Canadian farmers, I found them most hospitable.

On arrival at Montreal, I found the *Sarmatian* lying at the wharf. I got some freight and luggage I had with me on board, and had a look round the town for a short time. Montreal has a population of 175,000, with many fine buildings. Time will not admit of a full

description, as I must hurry on by train to the Eastern Townships. Passing over the great Tubular Bridge, I soon found myself at Richmond, where I left the main line for Lennoxville, a town a short distance from Sherbrooke, the capital of the townships. I was remarkably fortunate as to the time of my arrival, as I found that there was a ploughing match in the neighbourhood that day, and that a large number of the farmers for many miles around were at the hotel, and that the prizes won by the ploughmen were to be distributed there. As soon as these farmers found out the object that had brought me there, they gathered around me, and I had a favourable opportunity of collecting information. I found by conversing with them, individually, that these townships are just the spot for a farmer with limited means, as farms are cheap, either to buy or rent. I talked with several old men who arrived there thirty years ago, with hardly a dollar, who are now living on their own farms, and have got their families comfortably settled. One old Scotchman, especially, with head whitened by seventy summers, declared there was not such another country in the world as was embraced by these townships, and I may mention one, to me very pleasing, fact, that wherever I have been, whether in the east or the west, in the north of Ontario or in the province of Quebec, the farmers are so well satisfied with the neighbourhood where they reside, that they all think theirs is the best, and that there is no place like it. The first prize, a silver trophy, was won by a young man just out from England. There were twenty-eight competing in various classes, and a number of money prizes were distributed amongst them. They are a plain, industrious, and contented people. I found amongst them a number of shrewd Scotchmen, who are evidently doing well. I visited J. C. Hale, Esq., Advocate, to whom I had a letter of introduction from Mr. Jaques, of Thirsk. He at once offered to drive me round the surrounding country, and I was indebted to his kindness for being able to see so much of the country in the limited time I had at command. We spent the whole day in inspecting the farms, and seeing the country generally; and though it is not in my line to advertise any one's abilities as land agent, yet I feel bound, in justice to this gentleman, to say that if any one needs information as to the most desirable location where to settle, or to buy or rent a farm in this neighbourhood, I would recommend them to give this gentleman a call; and I am sure they will be treated with courtesy and consideration. Mr. Hale's chief object is to attract a better class of settlers than they have hitherto been able to secure. I must say that I was better pleased with this part of Canada than I expected to be from the reports which I had heard previously. To the eye of an Englishman the land looks wild and broken by hills in many parts, yet it is a good grazing country, and I think will pay best for breeding and feeding cattle; it has likewise the advantage of being bought much cheaper than land in Ontario. Further away, in the township of Stanstead, and where Mr. Cochrane has his farm, down to the part where the Hon. Mr. H. Pope is farming so extensively, there is a large belt of useful grazing land, the grass being very nutritious. I would certainly recommend emigrants contemplating going into grazing to look through these townships on their way from Quebec, for where a farm can be bought, partly cleared, with pretty good buildings upon it, at £4 per acre, a man might go further and fare worse. I do not think that

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this part of Canada has had the consideration which it deserves. The people complain, and I think with some justice, that the Government has not aided them sufficiently in getting emigrants. They say, that in their anxiety to get the North West settled, the Government has overlooked their claims, settlers having been advised to go further up the country. Labourers are much wanted here, and would get 6/- per day, with board, for eight months in the year. In winter there is plenty of employment in the woods to cut down lumber, with this advantage, that the woods are within a couple of miles or so of their dwellings. I had a look at Sherbrooke, a nice-sized town, where I am told there is a market for almost anything; there is a large woollen manufactory driven by water power, two water wheels, and a force of water the most powerful in Canada. There is also in the neighbourhood several lumber mills, and on my return to Richmond, on my way to Quebec, I saw the largest quantity of sawn lumber I had ever seen. On arrival at Quebec I embarked on board the splendid steamer *Sarmatian*, on Saturday morning, and started for England.

I append some remarks on various matters which occurred to me while passing to and fro in the Provinces. First, as to who should go to Canada, and where they should settle.

On this point I would say:—Let no one suppose that in emigrating to Canada he will be free from difficulty and trouble. Possibly many who have been disappointed in their expectations may have to ascribe it to their not forming a proper estimate of the great difference there must necessarily be in the habits and customs of the land of their adoption, which causes them, at first, to feel unsettled and discouraged. I have found that this feeling prevailed with the greater portion of those whom I conversed with; on their first coming from England all was strange, they felt home-sick for a while, but this feeling soon wore off, especially when they began to improve their position in the world, and now nothing would induce them to return to the Old Country. Therefore, I say, be resolved to give the New Country a fair trial, and soon all apparent difficulties will vanish. In my opinion, Ontario, or the Quebec Townships, are the most suitable for men with families, as they will be able to buy or rent farms on which are decent houses, where they can make their families comfortable at once. And, as before stated, it would be beneficial to the inhabitants of the neighbourhood where they settle to have these English farmers; with their tidy habits, and their push and energy, they would soon, by their improved methods of cultivation, produce a spirit of emulation in their neighbours which would be productive of the best results.

AS TO WHERE TO SETTLE.

As far as I have seen, desirable locations for settlement are to be found in the counties of Oxford, Brant, Waterloo, York, and Durham, and for many miles around Toronto, in the Province of Ontario, but any one who prefers a grazing country, with cheap land, I would advise to look through the Eastern Townships of Quebec, as there are many parts of that Province well worth the farmer's attention. Any one who is a good judge of cattle would soon improve his position there.

While the farmer with only a little capital is sure to do well in any of the parts mentioned, the man with capital at command is also needed, so that the resources of the country may be more fully developed. Capital, if judiciously expended, will bring a good return. I would

advise all who have money to invest not to be in too great a hurry, but take time to look round, and to consult, if possible, a judicious friend acquainted with the neighbourhood, before coming to a final decision.

The prosperity of the Canadian farmers is due to the fact that they are the *owners* of the land they cultivate, and, in consequence, they can make any improvements they think proper, without fear of losing the value of them by being turned out by a landlord. Manufacturers and storekeepers are not afraid of letting a man have goods on credit, if by buying his farm he has run short of money, when they know that the farm, being his own, no landlord's law of distress can prevent them from receiving their just demands. I cannot conceive how a young country like Canada could have attained to its present degree of prosperity, had it not been for the system of credit which prevails. Even the auction sales are conducted very often on the credit system, such announcements as this meet the eye on large placards: "*Auction Credit Sale*," and after announcing the kind of stock to be sold, it is stated at the bottom of the bill, that for any kind of stock sold costing above 5 dollars, credit would be given the buyer for nine months on approved security; and such is the confidence the farmers have in one another, that if a poor but honest neighbour cannot pay for the stock he has bought, they will become security for him. This is a great privilege for a man just commencing, and such a disposition to help each other is a pleasing feature, and I am convinced it has done much to bring about the prosperity the Canadian farmers now enjoy.

IMPLEMENTS AND MACHINERY.

The Canadians are ahead of us in this respect. Their implements are better made, and, being lighter in construction, take much less horse-power to work. It is no unusual thing to see one man with two light horses in a wheat drill, driving from behind the drill so as to be able to attend to it, thus doing, with his two horses and himself, the work which it would take three horses and three men to perform in this country. Labour being so scarce and dear, all implements are planned with the object of saving hand labour; and from the simple hay fork, which will throw off a ton of hay at three times, to the latest invention of the self-binding reaper—which at least will save the work of five men in the harvest field—all tend to this one object. The farmers are not afraid of the first expense of buying costly machinery, as they save it in the long run. It was pleasing to see, not only in the older settlements, but also at almost every station on our way through Manitoba, such large stocks of machinery ready for the settlers' use. At Rapid City, with a population of only 800, such is the demand for implements, that the firm of Westfield & Fairchild had sold in one month 40,000 dollars' worth of implements, and the firm of Harris & Son had sold, during the year, 375,000 dollars' worth, including the value of 110 self-binders, which had gone into use in the neighbourhood. The cost of implements is about the same as in England. They are light and portable, and stand their work well.

LIVE STOCK.

At the shows I attended at Toronto and London, there was a good exhibition of live stock, especially of cattle, which were quite capable of taking their place against some of the best shorthorns I have ever seen at our English shows. There were some good horses, but as a class they were not equal to the horses shown in England. Pigs are a great

feature in Canada; the black Berkshire is to be seen everywhere. The farmers make a good deal of money out of their hogs. As a rule, the farmers prefer the common grade Canadian cow for milking purposes. These cows can be bought for forty dollars each, and by sending their milk to the cheese factory they will, in one year, make as much profit in cheese as will pay their original cost. Mr. Fewster's twenty-seven cows cleared last year 900 dollars, besides what went in milk and butter for the family. There are not many sheep kept in the neighbourhoods where I have been, but where well-bred Leicesters have been kept there is now a disposition to cross them with the Down ram, as they get a better quality of wool. The price of beef and mutton in the country was about ten cents per pound; pork, seven dollars per 100 pounds, dead weight; eggs, 18 cents per dozen; butter, 24 cents per pound; cheese, 11 cents. In the Toronto market fat beasts were selling for $5\frac{1}{2}$ cents per pound, live weight; sheep, 5 cents per pound, live weight; lambs, 4 dollars each; pigs, 7 dollars to 7.50 dollars per 100 pounds; butter, 25 cents; eggs, 26 cents per dozen; cheese, 13 cents per pound; flour, 2.75 to 4 dollars per 100 pounds; wheat, 1 dollar per bushel; barley, 75 cents per bushel, and oats, 42 cents.

Horses for agricultural purposes are, as a rule, smaller, and show more breeding than the same class in England, and they are capable of a far greater amount of road work. The farmer will take one of his draught horses, yoke it in his buggy, and take it a journey of fifty or even sixty miles a day, without any appearance of serious fatigue. There are some good specimens of the Clydesdale breed to be seen at Winnipeg. I saw two mares of this breed which had cost their owners 750 dollars, though as a rule 200 to 250 dollars is the price of a good horse in Manitoba.

I was told by parties who had been up to the Rocky Mountains that it is calculated there are at least 80,000 head of cattle on the Canadian side of these mountains, and that this number will be largely increased next spring, as several new companies are being formed for that object.

LABOUR AND WAGES.

Wherever I went I was asked, Can you send us labourers? They seem to be wanted everywhere. For farm work, a smart hand, after he gets used to the way of the country, will command 170 to 190 dollars per year, and all found. Sharp boys, for the same purpose, aged 17 years, 130 dollars. Last harvest, good men got 35 to 40 dollars per month. Carpenters in the country get $1\frac{1}{2}$ dollars per day, with board. Masons 2 dollars per day, with board. In the large towns during the summer months mechanics command almost fabulous wages, beginning in the spring with 3 dollars. At Winnipeg, before the season closes, as much as 7 dollars per day is paid; carpenters a little less, but in the same proportion. Boarding is high, being from 5 to 6 dollars for single men, and there is the prospect of being out of work for some weeks in winter, though I was told by a mason in Winnipeg that he had only lost four weeks all last winter. Labourers are not so much wanted as yet in the farming districts of the North West, but as the country gets opened up there will be a great demand for labour. I am satisfied that if men would only leave the large towns and make their way into the farming districts, they would get work readily; but in Canada, as in England, there is always a class of loafers in the large towns who do not like work, and who are the first to cry out about the want of work. I have only seen one beggar in my travels in the country, and he was a

poor half-witted fellow, on whom the farmers' wives took pity, and gave him a meal when he called on them. I heard of another who drove about the country with a waggon and two horses, carrying three barrels to put what he could get therein, and it was said he drove a roaring trade.

LOCAL GOVERNMENT AND EDUCATION.

I have told many of the Canadians that they are the freest people in the world, for if an enemy invades them they have the old country to fight their battles; they have no standing army to maintain; their taxes are very light, education and the maintenance of the roads being the principal items of expense. They have local government in its integrity, five delegates managing the affairs of each township, elected yearly by the ratepayers, consisting of Reeve, vice-Reeve, and three Councillors, in whom are invested the management of the roads, the levying of rates, and all other incidental matters belonging to the township. They have power—"as there is no Poor Law in Canada"—to relieve any destitute individual or family that may need help, who may be passing through or residing in the township,—a very sensible and humane arrangement, and calculated to quiet the fears of any one who may hesitate to emigrate for fear they may be left destitute in a foreign land. I consider the Canadian system of education the most simple and effectual of any I have ever met with, giving, as it does, an opportunity for the child of the poor man to obtain as good an education as the child of his rich neighbour. Besides the elementary schools, there are also provided higher grade schools and Collegiate Institutions, so that a clever boy, no matter how poor his parents, can by degrees attain to honour and distinction, as a boy is eligible for school until he is 18 years of age. And these privileges of the older provinces will soon be realized by the inhabitants of Manitoba and the North-West, for already educational institutions are rising in many places, and a few years will see the Prairie studded over with schools and churches. I found, on reaching Brandon, which had only been in existence some fourteen months, two churches already open, and one or two more belonging to different denominations were being built.

CLIMATE.

One more remark I wish to make in reference to the climate of the North-West. No matter how hot the day may have been, about five o'clock in the evening a north wind invariably springs up, which in a couple of hours cools the atmosphere so that with your window open you could sleep with every degree of comfort under an ordinary amount of bedclothes. In Ontario the climate is on the whole a very healthy one. At times in summer it is very hot, yet with the dry clear atmosphere of the country the heat is not often oppressive, though the thermometer marks at times over 100 degrees in the shade. I have not passed a winter in Canada, so cannot speak from experience, but I was told by friends, both in Upper and Lower Canada, that though the cold at times was intense, yet they do not feel it more than we in England feel the chilly hoar frosts which make us feel so uncomfortable. The winter in Ontario sets in about the latter part of November, and continues till the end of March. In the Eastern Townships winter begins a few days earlier, and sometimes continues a few days longer. In the North-West the winter is severer, and generally continues a few days longer.

Having put before my friends a clear and unbiassed statement of my views and convictions in reference to this great country, I would ask

them to calmly ponder over what I have said. My object is to bring facts before my countrymen, and especially Yorkshiremen, so as to guide to a right conclusion any who may wish to better their position in life.

AGRICULTURE IN ONTARIO.

The Bureau of Industries of the Province of Ontario has just published its monthly report for November, 1882, and the following extracts from it will be read with interest by intending Emigrants, especially of the agricultural class:—

"The total number of farms in the Province is 201,766, embracing an area of 19,602,387 acres, of which 10,211,960 acres are cleared. The value of farm land is set down at \$631,882,030, and the total of land, buildings, implements, and live stock at \$882,024,500.

"The area under grain crops this year was 5,002,067 acres, or 48 per cent. of all the cleared land, and under other field crops, orchard, etc., 2,335,149 acres. This makes a total under tillage of 7,337,216 acres, leaving 2,874,474 acres for pasture and fallow land. The acreage and production of each crop are given as follows: Fall wheat, 1,188,520 acres, 31,255,202 bushels; spring wheat, 586,817 acres, 9,665,999 bushels; barley, 848,617 acres, 24,284,407 bushels; oats, 1,375,415 acres, 50,097,997 bushels; rye, 189,031 acres, 3,549,898 bushels; peas, 557,157 acres, 10,943,355 bushels; corn, 206,925 acres, 13,420,984 bushels (in the ear); buckwheat, 49,586 acres, 1,247,943 bushels. The total of spring and fall wheat is 1,775,337 acres, yielding 40,921,201 bushels, or an average of 23.05 bushels per acre.

"The produce of each kind of grain is based on the returns of threshers and the reports of correspondents—the method adopted by the Department of Agriculture at Washington and by several State Bureaus. The following table gives the average of bushels per acre this year for the Province of Ontario and for nine of the principal wheat-growing States, the figures for the latter being taken from the October Report of the United States Department of Agriculture:—

| | Fall Wheat. | Spring Wheat. | Barley. | Oats. | Rye. |
|-----------------|----------------|------------------|---------|-------|------|
| Ontario | 26.3 | 16.5 | 28.6 | 36.4 | 18.8 |
| Ohio | 16.7 | | 19.9 | 28.0 | 15.8 |
| Michigan | 17.8 | | 25.2 | 33.3 | 17.0 |
| Indiana | 15.7 | | 24.0 | 27.0 | 15.1 |
| Illinois | 16.0 | | 22.5 | 37.4 | 16.6 |
| Missouri | 14.6 | | 23.0 | 34.5 | 15.5 |
| Kansas | 19.5 | | 25.7 | 38.1 | 22.3 |
| Iowa | | 11.0 | 21.7 | 31.8 | 14.3 |
| Minnesota | | 13.3 | 23.3 | 40.0 | 18.0 |
| Dakota | | 16.7 | 29.2 | 45.0 | 20.0 |

"It is only necessary to add that in the United States the grain crops are regarded as exceptionally good this year. The comparison of averages therefore makes a remarkably good showing for Ontario.

"The total produce of beans is computed to be 409,910 bushels; of potatoes, 18,432,145 bushels; of mangold wurtzels, 7,711,420 bushels;

of carrots, 4,009,975 bushels; and of turnips, 85,359,331 bushels. The area under meadow and clover was 1,825,890 acres, and the produce 2,090,626 tons, being an average of only 1.14 tons per acre. The damage done to clover by winter exposure and spring frosts accounts for this poor result. Orchard and garden embrace an area of 213,846 acres, and vineyard 2,098 acres. The returns for the latter are doubtless imperfect.

"The tables of live stock show that the number of farm horses in the Province on the 31st of May was 503,604; of cattle, 1,586,312; of sheep, 1,915,303; of hogs, 850,226; and of poultry, 5,352,120. The number of milch cows was 669,629, and of thoroughbred cattle, 23,629; the returns of the latter, however, were incomplete. Of sheep one year and over 933,143 were returned as coarse-woolled, and 178,299 as fine-woolled; the average weight per fleece of coarse wool was 5.19 lbs., and of fine wool 5.07 lbs. The number of hogs one year and over was 252,415, and under one year 597,811. The number of turkeys was 310,058; of geese, 533,357; and of other fowls, 4,503,705."

(From the *Stockport "Advertiser"* of Nov. 17th, 1882.)

LECTURE BY DR. MACGREGOR.

On Monday night Dr. Macgregor addressed a crowded audience in the large room of the school on "Through Canada and the Great North-West, with the Marquis of Lorne." The chair was occupied by the Mayor (Mr. James Leigh).

Dr. Macgregor, who was received with hearty applause, said that a year last June, when sitting at Lambeth with the Venerable Archbishop of Canterbury, he got a cablegram from His Excellency the Governor-General of Canada, "Are you coming?" It did not take him long to consider the answer which he should give to the message, and that answer was the word "Yes." He must admit that he had an idea of what the "Are you coming?" meant. The journey he performed with the Marquis of Lorne and others by railroad and water was no less than a journey of 8,054 miles, and truly it was an interesting journey. While sitting recently at the residence of the Mayor, with Mr. Shaw, the American Consul at Manchester, they were talking about Canada, and Mr. Shaw took the opportunity to remark that one day or other Canada would be annexed to the United States. He at once said that he did not believe it; and supposing that it ever came to pass, the position would be reversed—the United States would have to be annexed to Canada—which was much bigger than the United States. But this was all by the way. He would now come to the lecture, and how should he begin? He might commence with the voyage from Liverpool to Quebec, in that magnificent line of steamers—the Allan;—or he might start with Quebec, French in look, French in language, and French in smell;—or he might begin at Nova Scotia. For his purpose that night he would start at Nova Scotia, and, as he intended the address to be of a practical and useful character, he should not aim at anything of a specially descriptive character. Dr. Macgregor then dwelt on the beauty of Nova Scotia and New Brunswick, remarking incidentally that one of the great objects of His Excellency the Governor-General was to see with his own eyes what the Great North-West really was. In this journey they sailed over the great inland seas, and sometimes had an Indian Pow Wow, composed of 3,000 persons. He should speak of

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the land as a place for emigration, and as offering advantages to the hard-working man. Throughout the journey tea was the chief drink. Tea morning, afternoon, and evening; in fact, they drank oceans of tea. Dr. Macgregor referred in graphic language to the incidents of a three days' sail in Indian canoes over the Central Lakes, and the arrival of the party at Winnipeg, the young capital of Manitoba. The portion of the journey then traversed was 2,500 miles, and yet, in a sense, they were only at the commencement. He had been asked by a lady what struck him most in his Canadian tour, and the answer he made was that so splendid and so fertile a country should have remained so long unknown to the world. That stuck in his gizzard all the while he was travelling in the country. They were, however, not going to abuse the old maxim, *De mortuis nil nisi bonum*. If another lady had asked him what was the next thing he was struck with in that journey, he should have answered the magnificent distances. For 2,500 miles from one point to near Winnipeg it was everlasting forest, and then 1,000 miles of everlasting grass, and then for 400 miles, on to the Pacific Ocean, it was everlasting hills. Dwelling on the water system, he said that when certain water-ways were constructed, steamers would be able to leave Liverpool and sail right on without breaking bulk, to Lake Superior and the very heart of the American Continent. Here was Winnipeg, a place that was a desert a few years ago, which in this blessed year of 1882 had unbroken steam communication of 1,500 miles. They could sail from Winnipeg to the heart of the Continent for 1,500 miles. Such was a little of the water communication of Canada. In alluding to the soil, climate, and general character of the North-West Territory, he said that it seemed certain that at no distant day a greater portion of the district would be the granary of the world, and the future home of many of the human race. Manitoba had 2,500,000 square miles, and 200,000,000 acres of fertile land. If there were any farmers present, that statement would have special interest for them. As an idea of the magnificent distances, he might mention that on one occasion he saw a driver of a team starting on a journey, and on being asked how long it would take, he replied, "Oh, three or four months." Of the amazing fertility of Manitoba, and the country to the west, there was no more doubt than it could be doubted that he was addressing a Stockport audience; and as an instance of how the population was fast settling in that region, he might mention that recently he had received a letter from His Excellency the Governor-General of Canada, stating that since the visit of which he now spoke had been made, over 80,000 people had settled there. It was worth notice that the first settlers were Canadians, of whom there had been a rush to Manitoba, and there was not one of them who had expressed, so far as he could tell, his regret at having left Ontario for the measureless meadows of Manitoba. On the contrary, considerable satisfaction was expressed at the change they had made, and loud were their praises of the land and its fertility. Here the lecturer read some extracts from letters contributed to the *Scotsman* of the general character of the district, and then went on to remark that the thought which struck him on visiting the spot was, why should not this land be known, vowing that if God spared him, he would let it be known wherever his voice could be heard. Why should the poor farmer be ground down in this country with his wretched soil, when he could better his position by sailing for the great North-West? There was

nothing between them but a little strip of water, and he pooh-poohed the idea that there was any great danger in crossing the Atlantic. As for himself, when he arrived at Liverpool from Canada, he really wished that he could go back again. After quoting from *Harper's Magazine* and the *Scotsman*, statistics showing the enormous yield of wheat, barley, oats, potatoes, &c., per acre, as compared with the yield of other soils, he said that there was no doubt that the amazing fertility of the North-West was due to the fact of the frost penetrating to such great depth. As to the soil itself, it was a black stuff, and when wet was heavy, and something like tar. Another item for farmers. In Winnipeg he had seen a field on which wheat had been grown without manure for 50 years. There was no manure put near it; it was lying in the roads. Perhaps it was only fair to add that it was allowed to lie fallow every seven years, but still the fact remained that for 50 years no manure had been used. As to the climate, perhaps the impressions and the experiences of a traveller like himself were of little value. He was in the country at the best season of the year, and in the most favourable circumstances, of course. But allow him to say that never since he came into this planet, and he had travelled a great deal, had he enjoyed so long an unbroken period of glorious weather as he did in the North-West. He had never experienced such delightful weather. Of the winter he knew nothing, and there was no doubt that it was very severe. There must be no blinking that fact; on the other hand, the evidence of some of the settlers was that they preferred the winter climate of Manitoba to the winter climate of Ontario. It was the health of the people that they had to look at, and the evidence on this point was that the climate was particularly suited to the Anglo-Saxon race. There was no doubt of the fact that the climate generally of Canada was more suited to Anglo-Saxon constitution than any other. They did not get that dry herring look of the Yankee. The men and women were red, fat, and rosy, just as they were in Stockport, and that was saying a great deal. When he saw a thorough American he always thought that there was a tendency to resume the Red Indian type. (Laughter and applause.) But to come to the practical point of the address, the real question was, how was the poor man to get to this favoured land? The question was a very serious one, and in speaking to them that night, he was not doing so as the agent for the Dominion, or on behalf of any emigration society, from whom he would perhaps get more kicks than halfpence; his sole desire was to point others to that which he had seen with his own eyes. Any man or woman could go from Liverpool to Winnipeg, at the present time, at from £9 6s. to £10 6s., and he would here distinctly say that those who have not pluck, and who were not prepared to stand the hardships—and there were hardships at the outset—had better stay at home. He did not undertake to advise anyone to go out—he was not prepared to take the responsibilities of any advice tendered on the matter. In all the applications made to him he generally said, "Please yourself; what I say is this—I have seen the land, and it is there for nothing; rich soil is there, and the man who is to sow it will make a rich harvest." That really was all he said; he wished every man to do the best for himself. The best classes to go out were the young, and those in the prime of life, who had been used to agriculture. Female domestic servants were much in demand, and he saw that there was a company started in

Manitoba to protect females going out. In a short time a complete survey would be made, and that would be of immense advantage to settlers. Instances of the laying out of townships were illustrated by the lecturer by maps. Manitoba, he said, boasted a school system as good as Ontario, which boasted that it beat the world—(laughter)—so that the future settlers need have no fear for the education of their children. The largest owner of land was the Government. Every head of a family, male or female, could obtain a free grant of a quarter section, and thus become the owner of 160 acres, and all that at the cost of the registration fee—about £2. Anyone getting these 160 acres had the first chance of the next section, for which he paid 8s. or 10s. an acre, according to the position of it, and the sum in question was to be paid at the end of three years from the day of entry. He thought he had kept the audience quite long enough, with the facts he had given them. There was only one other thing, and it was this—there were many people in the country who were precluded from taking advantage of the opportunities afforded, because they were unable to pay the money for emigration. What the land needed was sober and industrious heads of households; and he well knew that the home and the association of people often prevented many from taking the journey they otherwise would do. What he would do, would be to get people to go from certain districts here to certain districts there, and in this way they could keep up the old home conditions and associations. That could only be done by colonizing companies, and they would benefit old England and Canada as well. (Applause.)

The Chairman said that he was sure that they had all enjoyed the lecture, and their thanks were due to Mr. Bayley and Mr. Peter Walker for getting the lecturer down to Stockport. He must say that the lecture had been very tantalising to him. (Laughter.) Dr. Macgregor had painted a glorious picture, and had given them visions of beauty which they would dream about. Still it would be only a dream, and on the morrow they would have again to turn to the stern realities of the life they were tied to in Stockport. They were trying to make the town more prosperous in the future than it had been in the past, and looking at the matter in that sense, he did not know whether Dr. Macgregor had come there as a friend or foe. (Laughter.) He did not know whether or not Dr. Macgregor had some grand scheme by which he would take them all over to this beautiful place, but if he had, perhaps he would pay them a visit again and develop the scheme. (Laughter.)

Mr. Bayley said that after the lecture they had heard that night, and the very able service rendered to the town, he was sure that the audience would pass a hearty vote of thanks to Dr. Macgregor. (Hear, hear.)

Mr. W. Leigh, in seconding the resolution, said that they were not all farmers and domestic servants, but he hoped that the beautiful picture which had been drawn would not have the effect of emptying the town so much dreaded by the Mayor. (Laughter.)

Mr. Heginbotham could not approve of all said by the lecturer. It might suit the young to go to Canada, which he believed was one of the finest climates in the world; but he thought that it would hardly suit them on that platform to go across the ocean and enjoy the beautiful things which the doctor had foreshadowed. (Hear, hear.)

The resolution was passed with hearty acclamation.

Dr. Macgregor, in replying to the vote, said that he was exceedingly

indebted to the Mayor and the other gentlemen there for taking part in the vote of thanks, and to the ladies and gentlemen of the audience for so heartily according them. If they thought that he had been blowing the trumpet of Canada loudly, he could only say that when he got back to Edinburgh he should blow the trumpet of Stockport just as loudly. (Hear, hear.) He had only one grievance—gentlemen on the platform seemed to indicate that he was trying to coax those on the platform to go out to Canada. Now, if they had been listening as attentively as the audience, they would have found that they were just the class he advised to stay at home. (Roars of laughter.)

The Chairman: Dr. Macgregor has got out of the scrape with the usual adroitness of a Scotchman. (Laughter.)

The lecture, which was delivered in a telling, pleasing style, proved most entertaining, as well as interesting, and was listened to with close attention.

CROPS IN MANITOBA.

The Crop Report for 1882 has just come to hand of a portion of Manitoba and the adjoining territories of the Canadian North-West, from information collected principally by the postmasters of the various localities. 84 districts are represented, *comprising about one-fourth the whole area of settlement at the present time*, and the information it contains is therefore important as demonstrating the wonderful progress of this country, which, until lately, has remained almost unknown to British agriculturists. The average yield is shown to be—wheat, 30 bushels to the acre; oats, $51\frac{1}{2}$; barley, $38\frac{1}{2}$; potatoes, $277\frac{1}{2}$; turnips, 1,000; flax, 15; rye, 20; peas, 37. The acreage under cultivation in the 84 districts represented is 472,770 acres, divided as follows:—

| | | | | |
|--------|-----|----------------|-----------|--------------------|
| Wheat | ... | 232,550 acres, | producing | 6,976,500 bushels. |
| Oats, | ... | 144,620 | " " | 7,447,930 " |
| Barley | ... | 53,890 | " " | 2,074,765 " |
| Flax | ... | 11,800 | " " | 177,000 " |
| Rye | ... | 8,020 | " " | 160,400 " |
| Peas | ... | 400 | " " | 14,800 " |
| Roots | ... | 22,565 | " " | " " |

Total yield of grain from 450,205 acres, 16,851,395 bushels.

Within the same area of country the report shows 146,335 acres as freshly broken ready for seeding next spring, which proves that the new settlers have not been idle in their Canadian home. The average number of cattle to each settler in several districts is estimated at over thirty head. Altogether the report is a most satisfactory one, and bespeaks a general state of contentment and prosperity amongst the settlers. The Canadian Pacific Railway Company have now completed their main line, some 606 miles beyond Winnipeg, and 114 miles on their south-western branch; and next season they will have upwards of 1,000 miles of road through this fine country, thus giving the settlers ready communication with the eastern markets. Altogether the Canadian Pacific Railway will have about 2,000 miles of railway in operation along their whole line by next autumn.

From the DUBLIN DAILY EXPRESS of Nov. the 1st, 1882.

BRANDON, Manitoba, October 11th, 1882.

DEAR SIR,—I desire to inform you that I have located on a farm of 640 acres, $2\frac{1}{2}$ miles south of Brandon, 400 acres of which I have had under

cultivation this season. I arrived at the town site of Brandon on the 28th of May, 1881, and commenced to break my land on the 5th of June, doing the most part of the work by contract, paying 4 dols. per acre for breaking, and 3 dols. 50c. for back-setting. This, as you know, left it ready for the harrow. I sowed 350 acres of oats, 20 acres of wheat—the balance in roots and other crops. I commenced to sow on the 5th of May, and commenced to cut my wheat on the 26th of August, going on until the whole of my wheat and oats were cut—this season being late, as you see from the time I commenced to sow and cut. Seeding time usually begins about the 10th of April, and harvest from the 1st to the 19th of August. I have to now thrashed about 14,000 bushels of oats, and find the yield 58 bushels per acre. The wheat will yield 30 bushels per acre. These are actual figures and not got up. Oats sell very readily at 50 cents per bushel. You can see from this that I will have my entire expenditure returned, with 100 per cent., by the first crop, so that I am not farming for fun, but to make money, and I think I am succeeding. There is no difficulty in a man farming here if he has ordinary energy and intelligence. A good stock of the former is even better, in my opinion, than an overstock of capital. Many young men from towns and cities that have come out this season with a little money appear anxious to learn farming, as they call it, and give some of our cunning ones from 400 dols. to 600 dols. and their labour for one year to teach them nothing, as you know already. Any of the above classes that have come to me I have advised to go on to their land and work, and if they had no confidence in themselves, to go and hire for moderate wages for a year with some good farmer, and keep their money. Now as to the price of labour: it was pretty high when you were here, but it is higher now. When I commenced seeding I hired my men at 26 dols. and board per month for the season, excepting the harvest month, for which I paid them thirty dollars each. Extra men for the harvest I paid two dollars per day with board. The men that I have now at work thrashing I am paying 2 dols. 50c. and board. This of itself will explain to you the demand for labour. My root crop is still in the ground for want of labour, notwithstanding the above high rates. The labourers on the Canadian Pacific Railroad work get 2 dols. 25c. and even higher. There is a good deal of work done on the streets of Brandon, at which labourers are getting 2 dols. 50c. to 2 dols. 75c., and their board only costs them from 4 dols. 50c. to 5 dols. 50c. a week. Carpenters are getting from 3 dols. to 4 dols. a day, and you have to take off your hat to get them at that. You cannot imagine the hurry and bustle there is in this country compared to what there had been when you were here. We have the country beyond a doubt; all we want is a good class of emigrants; we cannot have an over stock of farmers, farm labourers, and mechanics.

Yours truly, CHARLES WHITEHEAD.

From the DUBLIN DAILY EXPRESS, of November 6th, 1882.

TROY, North-West Territory, Canada,
October 15th, 1882.

DEAR SIR,—When leaving Dublin I promised to write to you, so I now propose giving you an account of myself since I left the "Old Sod," which I think is the best way to describe my progress. I arrived in Winnipeg, July, 1881, with only one sovereign in my possession, and

immediately went to Mr. Hespler, the Canadian Government Agent, whom I found a very nice man indeed. He sent me out 50 miles from Winnipeg, to a farm, where I buckled to work. After being there a short time I started for the North-West Territory with a party of four, when, after travelling twenty-six days, we settled down here. At that time, September, 1881, there was not a soul nearer than Qu'Appelle—just twenty miles; at the present time the land is taken up for miles and miles around us. It is really marvellous the rapidity with which the Canadian Pacific Railway is being built—nearly four miles a day. It passes beside where I live, and the journey that took us twenty-six days last fall can now be accomplished in twelve hours. I have a quarter of a section of land (160 acres) within half-a-mile of the railroad, and I have a house built upon it and some ploughing done. Of course the first year one cannot expect to have much, but next year I hope to have a good crop. If I had some capital I should have had a fine crop this year, but I have been obliged to work out for some time. However, I have not been idle, as you will see from the enclosed advertisement. I own a hotel in the town, and I am now my own master. I will be able to hire a man next year, when I hope to have good crops and a new house built on my land. The soil is all that can be desired for farming, and some of the crops that I have seen up here far excel any that I have ever seen before; one crop of oats I saw in the Qu' Appelle Valley was really a picture to look at; in fact, all grain crops ripen well, and vegetables grow in the greatest abundance. I am really very happy out here; I assure you I would not take £500 a year and go back to work in an office in Dublin. The climate is really splendid; of course it is a little severe in winter, but the atmosphere is clear and bracing, and on the whole, I am really delighted with the change I have made. I want one thing more now, that is a wife, and I am determined to have one soon; I think I have lived alone long enough, and that it is time I settled down now. In a few years I hope to be able to take a trip for pleasure to the "old country." At present there is not much inducement to visit poor Ireland. I wonder more do not emigrate when such chances are before them out here. No person can be much worse off than I was when I landed in Winnipeg, so it clearly shows that something can be done without capital. If you know any people coming this way you might give them a letter to me, and I will give them all the information in my power.

This will be a large town, and the lumber has just arrived for an emigrant depôt, which is to be built at once. No doubt you will have plenty of people coming up here next spring. Let them ask for me, I am pretty well known, as I am the oldest settler in the place.

Yours very truly, A. W. STUDDERT.

(COPY.)

KENNILUK, ARDEN P. O., Frontenac, Co. Ontario,
 Mr. H. BATE, Stoke-on-Trent. September 21st, 1882.

DEAR SIR,—As I promised to write to you I must fulfil my promise. I arrived at Point Levi, Quebec, and had not been landed ten minutes before I got work at 2 dollars per day and a pass up to my work. We could do with 200 men now at one firm, and about two miles from here there are about 400 men wanted, and 150 at another place near to. Men have not got to ask for work here, they are jolly soon asked if they

want work. Where I am it is a beautiful country, we can go out on the lakes and fish, or go out hunting where we like without trespassing. There's any quantity of deer, and you can shoot as many as you like. I should like to say more, but my time is precious, having so many to write to.

If you have anyone coming out send them here. By applying to the Government Emigration Officer, at Quebec, he will send them up to Kingston, which is about fifty miles from here. The "Polynesian" (Allan Line) is a good boat; we had it rough for a few days, the remainder of the voyage was very pleasant.

I must say good-bye. With kind regards, Yours truly,
(Signed) J. TAYLOR PASSWOOD.

From the OXFORD TIMES, Saturday, November 18th, 1882.

AN OXFORD MAN IN WESTERN CANADA.

We have received the following letter from Mr. Hoare, who sailed from Oxford for America in the Allan Line Royal Mail Steamer "Polynesian," in July last.

TRENTON, Ontario, Canada West.

DEAR MR. EDITOR,—Being a native of Oxford, will you kindly allow me a small space in your columns, thinking it may be of some good to other intending emigrants, knowing that work is very scarce in Oxford, and there are many that would come to Canada only for the want of knowing if reports are correct. I will give you a little account of what I have found and experienced about it during the short time I have been here. Firstly, there is plenty of work and good wages; I can earn, as a labourer in a saw mill, from nine to ten dollars per week, £2 in English money. We can live cheaper—meat, the best, from nine to ten cents per pound (4½d. to 5d.). Clothing about the same as at home; any careful man can save from five dollars a week, and live well. The people are very sociable; wherever we have been we have met with kindness.

The climate has been very warm, but we are beginning to feel a little of the winter coming on now. Labourers are about the principal men wanted out here. When we came we sailed by the Allan Line Royal Mail Steamer "Polynesian," and we found everything as comfortable as one could possibly expect on board ship. Any emigrants who think of coming, I should advise to travel by that line. One word more; all emigrants who intend coming must make up their minds to work if they wish to get on, as money is not to be picked up, as some people suppose. There are good wages, but people must make up their minds to work for them.

Yours truly,

WM. H. HOARE,

Late of 81, Great Clarendon Street.

October 25th.

From the YORKSHIRE POST of December 1st, 1882.

Mr. Jaques, of Thirsk, sends for publication the following letter, which he has received from an emigrant in Canada:—

I fear Sir,—You will almost think I have forgotten you, but it is not the case. I wanted to be well settled down before I wrote to you. Well, we were kindly treated by the railway companies' servants, and on arriving at Liverpool we were met by the agent of the Allan Line,

who kindly entertained us with all we needed, and saw us safely down to the dock for a moderate charge. I am glad to say that I and my family got well over the sea voyage. We had very little sea sickness. I was only sick half a day. My wife bore the voyage first-class; many people said she would never get over it; she was only delicate, but it has done her good. We were kindly treated on board the Sarmatian. We had plenty of good beef and plum pudding. It is a splendid ship. I felt as safe in her as though I had been at home. Nobody need be afraid of going a voyage with the Allan steamers, at least I think so. On arriving at Quebec I gave Mr. Stafford the note you gave me, and he kindly sent us on to Ingersoll. On arriving there I had a chance of several places. I got engaged to a farmer for a year at 18 dollars a month, an eight-roomed brick house to live in, with a grand orchard attached. A cow was also found me, and all my fuel was found free. I think I have done well. I should never have got it in England. And then living is so cheap in Ontario—beef from 3d. to 5d. per lb., eggs 24 for 1/-, and they say they are dear now; butter 10d. per lb., a beast heart for 6d., a fat goose for 4/-, and furniture half the price it is in England. I like the country very well. So far we are all in very good health. I believe this is a good country for a working man. A farmer has double chance here to what he has in England. We have some first-class land, and light taxes and free schools. This is a good thing for a labourer with a large family. There is plenty of room in Canada for all good labourers who have a mind to come out. Those who are afraid of work had better stay where they are, but a man can be paid for his labour here. I shall, all being well, write to you again early in the spring. I am much obliged to you for all your kindness to me.—Wishing you and your family well, I remain, yours truly,

HENRY TOMLINSON.

Ingersoll P. O., Ontario, Canada, late of Seaton,
Siggleshorne, near Hull, Yorkshire.

P.S.—Many of our fellow-passengers got engaged at 25/- a week and their meat, for public works.

To passengers bound to **MANITOBA** and the **GREAT NORTH-WEST**, and to all points in **CANADA** and the **STATES**, the advantages afforded by the **Allan Steamship Company** are worthy of special consideration. Passengers, after leaving the Company's steamer, are put directly on board the cars in waiting alongside the wharf at which the steamer makes fast. They proceed on their journey West without being subjected to the trying ordeal of a transfer through the city. Those destined for the West or for **MANITOBA** have the advantage of a **Special Conductor**, who sees to their wants during the Rail journey.

Special Through Rates are granted to Manitoba, and Emigrants are carried at as low rates as by any Line crossing the Atlantic.

The Company is under Contract with the Canadian Government for the conveyance of the Mails, and also for the conveyance of Assisted Passengers.

☞ For Rates, see Advertisement on the Cover.

☞ Copies of this pamphlet can be obtained free of charge from the **Allan Steamship Company**, or any of its Agents.

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Passengers bound to any part of CANADA or the GREAT CANADIAN NORTH-WEST should, in the first place, take care to secure their Passage in a Steamer bound direct for:

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Is under Contract with the Government of Canada for conveyance of the Mails between the two Countries. The Splendid Steamers of this Line LEAVE LIVERPOOL TWICE A-WEEK, and afford the most eligible conveyance for all classes of Passengers at as Low Rates as by any first-class Line crossing the Atlantic.

The voyage to Quebec has distinguished recommendations as compared with other routes to the American Continent. From land to land the average passage is not more than six days. Once within the Straits of Belle Isle, ocean travelling is over, and for hundreds of miles the steamer proceeds, first through the Gulf, and then through the magnificent River St. Lawrence. This is an immense advantage.

The steamers are commanded by navigators of acknowledged ability, who have by long and faithful service proved themselves worthy of the confidence and esteem of their employers, and they are assisted in the navigation of their ships by thoroughly trained and experienced officers.

SALOON FARES—12, 15, and 18 Guineas; by "Parisian," 15 to 21 Guineas. INTERMEDIATE, £8. STEERAGE, at low rates.

Assisted Ocean Passages are Granted to Canada by the Mail Steamers on the following terms:—

MECHANICS, NAVVIES, GENERAL LABOURERS, and their Families, at £4 per Adult.

AGRICULTURAL LABOURERS, and their Families, and FEMALE DOMESTIC SERVANTS, at £3 per Adult.

Children between 1 and 12 Years, £2; Infants under One Year, 10s.

Application for Assisted Passages must be made upon the Special Forms which are provided for the purpose.

Further Particulars can be obtained from

ALLAN BROTHERS & CO., James Street, Liverpool.
ALLAN BROTHERS & CO., Foyle Street, Londonderry.
J. & A. ALLAN, 70, Great Clyde Street, Glasgow.
JAMES SCOTT & CO., Queenstown.

OR ANY AUTHORISED AGENT OF THE LINE.

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