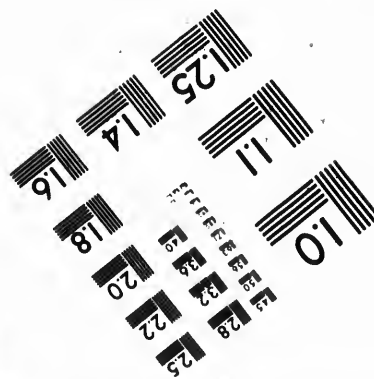
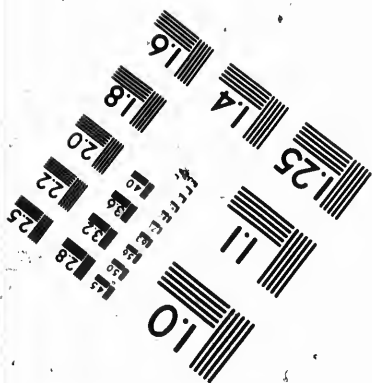
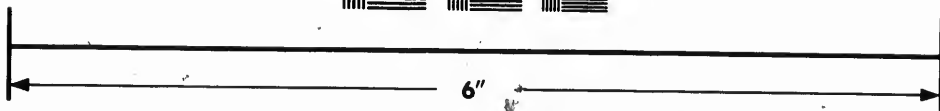
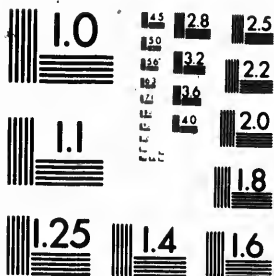


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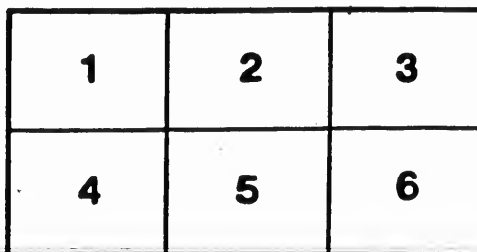
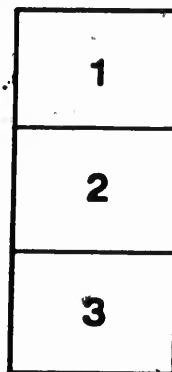
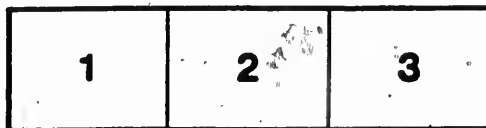
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[THIRD ISSUE.]

REVISED EDITION.

MANITOBA

—AND THE—

Northwest Territories.



DOMINION CUSTOM HOUSE, WINNIPEG.

DOMINION LAND OFFICE, WINNIPEG.



THE REAL NEW NORTHWEST.

BY THOMAS DOWSE, ESQ.,
ST. PAUL, MINNESOTA, U. S.

PARSONS & RICHARDSON, PUBLISHERS, BOOKSELLERS AND STATIONERS,
WINNIPEG, MANITOBA.



VIEW OF WINNIPEG, MANITOBA, SPRING OF 1871. See Page 26.

legates were next sent to England, the Union Act was submitted to the Imperial Parliament, passed that body on the 23rd of March, 1867, and on the 2nd of May Her Majesty's proclamation was issued that the Dominion of Canada should come into existence on the 1st of July, 1867. By the terms of the Act, old Canada was divided into the two Provinces of Ontario and Quebec for the purposes of local legislation. In 1870 the Government of the Dominion was extended over the Northwest Territories, out of which the Province of Manitoba was created; in 1871, over British Columbia; and in 1873 over Prince Edward Island. Newfoundland still chooses to remain out in the cold for the present, but the tendency of events is decidedly in favor of her shortly coming into the confederacy, for the vexed question of the treaty rights of the French in respect of the fisheries and several other reasons point to the consummation of this policy at no distant date.

As expressing much more tersely and clearly than I can, the

GREAT EXTENT

of the territory of this government to the north of the United States, I take the following from Mr. Grant's valuable work, "Ocean to Ocean": "Travel a thousand miles up a great river; more than another thousand along great lakes and a succession of smaller lakes; a thousand miles across rolling prairies; and another thousand through woods and over mountains, and you have traveled from ocean to ocean through Canada. And this country is a single colony of the British Empire; and this colony is to-day dreaming magnificent dreams of a future when it shall be the "Greater Britain," and the highway, across which the fabrics and products of Asia shall be carried to the eastern as well as the western side of the Atlantic."

THE HISTORICAL PART

of these middle two thousand miles commenced with the organization of the Hudson Bay Co., in 1670, during the reign of Charles XI., to traffic on the shores of Hudson's Bay and the streams flowing therein, in a section then called Rupert's Land, in honor of Prince Rupert, a brother, I think, of the king.

THEIR CHARTER,

as was the custom of those days, was exclusive, really giving them this territory in vassalage to the Crown, with rights to make laws and carry on a form of government, of course to be approved by the Crown, and the control of any trade therein—at least they have claimed this, and so acted, which action has at least been tacitly admit-

ted by the Imperial Government. For nearly one hundred and fifty years they confined themselves to the shores of that bay, not pushing their trading posts into the interior, or at least not into the Red or Saskatchewan valleys, or what is now known as the NORTHWEST TERRITORY AND BRITISH COLUMBIA.

Vareannes de la Verandrye, with an expedition fitted out by himself in Lower Canada, in 1784, came up the St. Lawrence and the lakes to Thunder Bay, on the north shore of Lake Superior, and from there by the rivers and lakes of what is now known as the "Dawson Route," to Red river. He landed here, and on the south bank of the Assiniboine, built a fort at the point of its juncture with the Red River nearly opposite the present Fort Garry, which is on the north bank of the Assiniboine. He called this post Fort la Rouge, and it was doubtless the name of this Red Fort on its banks, that in early days gave the name of Red River to a stream whose waters and clay subsoil of its banks are most decidedly whitish. (For further explorations of De la Verandrye, see notes on St. Boniface, hereafter.)

Following these first white men in this valley, came others, until, as early as 1762, Fort La Rouge was known as an established trading post, frequented by the *Ouvriers des bois* from the French establishment at Mackinac, Lake Michigan, who came here to trade with the Omahas and Assiniboines. Although by the Versailles treaty, in 1763, the French were obliged to give up their North American possessions to England, they still, with others' then British subjects in Montreal continued in increasing numbers, their trade in this section, coming by their old original route, via Thunder Bay, and also via La Pointe, on Madeline Island, near Bayfield, south shore of Lake Superior, and up past what is now Duluth, to the head of St. Louis Bay at Fond du Lac, and so across joining the Thunder Bay route on Rainy River. These adventurers, however—belonging to individual enterprises—pushing their trade north, came in contact with the employes of the Hudson Bay Company.

This condition of affairs continued, the French or Canadians, still in

creasing their trade for some twenty years, when these, until then, individual traders, or the principal of them, in 1783, formed a powerful combination, called:

THE NORTHWEST COMPANY.

This was not a chartered but a private corporation. They increased very largely their previous area of trade, extending even through to the Pacific. Their trading boats loaded with goods or furs traversed the continent in every direction through the connected rivers and lakes from Montreal to Puget's Sound on the Pacific.

Some idea of the extent to which the Northwest Company have pushed their trade may be seen in the fact that in 1845 they had some sixty trading posts in this region, principally in the valleys of the Red, Saskatchewan, Athabasca, etc. This condition of trade and occupancy of this section, continued undisputed, at least so far as the Red River was concerned until 1811 when, at the solicitation of Lord Selkirk, one of the stockholders of the Hudson Bay Company, that company laid claim to the exclusive jurisdiction, under their charter, over this immense region and in 1812 they established their first Fort and Trading post on Red River near this place. Coming thus into so close daily competition the state of affairs went from bad to worse, resulting in great injury to both companies, and finally bloodshed. In one of their affrays the commanding officer of the H. B. Company was killed. The result of this regular battle brought both companies to their senses, and soon after in 1821 these two competitors formed a coalition continuing under the chartered name of the Hudson Bay Company. The company so consolidated, continued in undisputed possession until 1868 when they sold their right to their exclusive trade and jurisdiction claimed under their old charter over this entire portion of British America and British Columbia, receiving some \$1,500,000 cash, and one-twentieth of the land with especial reservations about some of their posts, fully 50,000 acres.

So this great Northwestern area, hitherto known as Rupert's Land or Hudson Bay Territory has really been open to settlement, occupancy and



EAST SIDE MAIN STREET, LOOKING NORTH. SPRING 1870. See Page 26.



WEST SIDE MAIN STREET LOOKING NORTH. SPRING 1870. See Page 26.

general trade only since 1871, as I believe the terms of relinquishment were not fully complete and made practical until that time.

THE SILKIRK SETTLEMENT.

In 1805, Lord Sil Kirk, a visionary but kind hearted Scotchman and a member of the H. B. Company, penetrated in his wanderings from the company's forts on Hudson Bay, as far as the valley of the Red River. He was so charmed with the country that he conceived the idea of starting colonies here. In 1811 he succeeded in obtaining a grant of land for that purpose, from the H. B. Company along this river, and in the Autumn of 1812 he reached here via Hudson Bay and

Lake Winnipeg with a small party of Highland Scotchmen. They at once commenced building, but were stopped by the H. B. Company's competitors, the Northwest Company, were driven away and obliged to spend the winter in tents at Pembina, some 70 miles south. The following spring they returned and after putting in a crop, which was maturing finely, in September were again driven to Pembina, where they remained the second winter, returning again the next spring. By September 1814 they numbered some two hundred. They built houses and called their settlement Klidonan, after their old Parish, in Scotland. In the spring of 1815, trouble again came upon them. Their storehouses were

broken open and robbed; their Governor arrested and sent to Montreal; dissatisfaction became so general, that under the guidance of friendly Indians, they started in June of that year for Lake Winnipeg, intending to return to Scotland; but meeting officers of the H. B. Company, they were induced to return the following spring, under the especial care of that company. In 1818 Lord Sil Kirk accompanied by more emigrants reached the settlement and by his presence and prompt action in arresting some of the aggressive Northwest Company's leaders and sending them to Montreal, restored the colony to peace. The next year he returned to Scotland, but the crops of that year were insufficient and they were obliged

to hunt Buffalo to get through the winter. In 1818 and 1819 their crops were badly damaged by grasshoppers (their first visitation here) and in the winter of 1819 and 1820, a party was obliged to go on snow shoes to the nearest settlement, across Minnesota to Prairie du Chien on the Mississippi river nearly to the north line of Illinois a full thousand miles, for seeds to plant the coming spring. They obtained three Mackinaw boat loads, and on the 18th of April, 1820, started homewards up the Mississippi river to the mouth of the Minnesota river, just above where St. Paul now is; up that river to Big Stone Lake, then across a small portage to Lake Traverse, the source of the Red River and down that stream, reaching Pembina on the 3d of June. This was the beginning of the

COMMERCE WITH THE STATES.

In the following year, 1821, the two great trading Companies amalgamated and peace at last came to those hardy pioneers. I cannot learn that their numbers were much increased by any subsequent emigration. A few Swiss watchmakers came out in 1821, but by 1828 they had mostly left for various points along the Mississippi Valley, in the States. Some opened farms on the present site of St. Paul and also at Fort Snelling, (since built at the juncture of the Minnesota with the Mississippi river) then an unbroken wild, other settlement not coming in there at all until some 20 or 25 years after. The settlement along the Red River increased slowly, by natural growth, by discharged and retiring employes of the two consolidated companies, the coming in of a few emigrants from the States and the settling about them of the half breeds.

In 1851 Gov. Ramsey, who then visited the settlement, found them so abundantly supplied with all the products of their shores, for which they had but a very limited market, that he reported them on his return to St. Paul to be "metaphorically smothering in their own fat." So time passed until the formation of the Canadian Dominion in 1867, and the measures to extinguish the H. B. Company's exclusive administrative and trading privileges in 1868, began to turn attention to this section. But it was not until 1871 or 1872, that emigration began to come here to any extent.

But to resume the historical, I would say, that up to the extinguishment of the H. B. Company's title, Rupert's Land was not a part of Canada, but belonged to the Imperial or English Crown, under the H. B. Company. It was acquired by Canada in 1870, by the arrangements before spoken of; through an agreement with the H. B. Company releasing their proprietary rights and by Imperial Legislation in 1868 authorizing the same. By the terms previously named the bargain between Canada and the H. B. Company with the Imperial Government, Canada made the cash payment and the Imperial Government the necessary legislation to secure the H. B. Company's title to the lands as agreed, by the approval of the Crown. At the time and previous to this transfer, there had been a kind of local government in existence, organized over a smaller portion of Rupert's Land than what is now known as Manitoba, which was known as the

COUNCIL OF ASSINIBOIA.

In 1869 the Government of Canada sent Hon. William McDougall out to

govern this country, assisted by a Council, but some of the people objecting, Gov. McDougall never entered the Province but returned. Subsequently in the Canadian Parliament of 1870, a portion of Rupert's Land was erected into the Province of Manitoba, with a Representative form of Government. That year Hon. Adam George Archibald was sent out as Lieut. Governor of the Province of Manitoba and the Northwest Territories, being assisted in the government of the latter Territories by an especial advisory Council, nominated for that special purpose by the Queen.

THE DOMINION SENATORS

are the Hon. Marc Amable Girard, a lawyer, a native of the Province of Quebec—born in 1822, came here in 1870, has held and very acceptably filled many of the Provincial and Territorial offices, a gentleman of very genial nature, and fine personal presence—and Hon. John Southerland. Mr. Southerland is a native of Manitoba. Like his colleague he has held several provincial offices, and having been identified with Manitoba from the first, his selection seems most wise. Both were appointed in 1871.

The members for Manitoba in the Dominion House of Commons are the Honorable John C. Schultz, Donald A. Smith, Joseph Dube and Joseph Ryan. The two first were elected at the first general election in the Province in 1871, and have both been twice re-elected. Mr. Ryan has just been re-elected and Mr. Dube, late speaker of the Provincial Parliament, is serving his first term. Mentally they are a strong delegation, a unit in advocating the interests of Manitoba and the Northwest, and though they are small in numbers in comparison with the large delegations in that body from some of the other Provinces, they are untiring workers, and Manitoba's influence in the House, is not by any means in proportion to the number of her representatives. They are men not only familiar with the capacities and wants of this section, but fully comprehend its vast opportunities and wonderful future.

THE LOCAL LEGISLATURE

originally consisted of two branches. The Legislative Assembly (elective) of twenty-four members, and the Legislative Council (nominative) of seven members. In 1876 the latter council was abolished. In 1873 Gov. Archibald retired and was succeeded by Hon. Alexander Morris (under whose administration the Province became thoroughly pacified and most of the present seven Indian treaties were made, by which the Indian title to Manitoba and most of the Northwest territory was peacefully and satisfactorily extinguished and the Province entered upon its new life and development) who was in December 1877, his full term having expired, succeeded by

HON. LIEUT. COL. JOSEPH EDOUARD GAUCHON,

who was born in the city of Quebec in 1816. A descendant of one of the oldest families of that Province, for many years he was an editor of marked ability and author of several standard works. He has been in continuous public life for nearly thirty years and was Dominion Minister of Internal Revenue and President of the Queens Privy Council for the Dominion of

Canada at the time of his appointment. His present

EXECUTIVE COUNCIL

was formed in January, 1879. It consists of Hon. John Norquay, Premier and Provincial treasurer, Hon. Joseph Royal, Minister of Public Works; Hon. C. P. Brown, Provincial secretary; Hon. D. M. Walker, Attorney General and Hon. Pierre Delorme, Minister of Agriculture.

HON. MR. NORQUAY,

the Premier and Provincial treasurer, is a native of the Province; was educated at St. Johns College, where he took a scholastic diploma, has been a member of the executive council, with but a short intermission, since its formation in 1871, having also held the position of member of the board of health and board of education, also minister of public works and board of agriculture. He is a quiet, decided man of a naturally strong, active mind, which is ever kept under control and guided with perfect coolness. His recent elevation to the Premiership is a most graceful acknowledgment on the part of the newcomers to the Province of the integrity, energy and ability of one of the old residents, to the manor born.

HON. MR. ROYAL,

Minister of Public Works, was Provincial Secretary and Attorney General in the late Davis ministry. Mr. Royal is from the Province of Quebec, was called to the bar of Lower Canada in 1864, and of Manitoba in 1871. As a lawyer he has been engaged as advocate in many notable and important cases. His university, and particularly his legal education, were obtained under unusually favorable opportunities. He was a prominent writer for many years on the French Canadian newspaper and periodical press, and has filled an editorial chair almost uninterruptedly since 1867, which has so quickened his perceptive faculties—naturally great—that he is enabled to obtain and retain, that place of high esteem among his associates and people of the Province, which is always accorded educated intellect, when guided and influenced by that broadness and comprehensiveness that enable its possessor to overcome life's natural, as well as active obstacles and vexations, bringing out of the contest a mind, "with malice towards none, with charity for all."

HON. MR. BROWN,

the Provincial Secretary, descended from an U. E. Loyalists family which settled in New Brunswick at the close of the Revolutionary War. He came to this Province about seven or eight years ago, and was member of the Provincial Legislative Assembly for the past four years. Perhaps no person is more familiar with the real wants of this country than Mr. Brown, whose duties before he entered Parliament as a Dominion Land Surveyor gave him superior advantages in gaining a perfect knowledge of a country in whose development he is now called to take so active a part. Before entering the ministry, although but a young man, he was the author of several important measures, prominent among them being a re-division of the Province into counties and based thereon a general municipal law, to the carrying out of which, in his new sphere he is applying himself most energetically. Mr. Brown's standing, popularity and enterprise are fully recognized, he being the only minister



WEST SIDE MAIN STREET LOOKING SOUTH. SPRING, 1870. See page 26.



EAST SIDE MAIN STREET LOOKING SOUTH. FALL 1876.

of his party who was elected by acclamation at the recent general election.

HON. MR. WALKER,

the Attorney General, is a native of Ontario, came to Manitoba with the first Red River expedition in 1870, under the command of Sir Garnet Wolseley, as Lieutenant in the first Ontario Rifle, was called to the bar of Ontario in 1861 and to the bar of Manitoba in 1871. He was appointed Crown Counsel for Manitoba in 1875 and conducted the Crown business in the Courts of the Province from that time until his acceptance of office in the present government. That first expedition, seldom heard of because it was fortunately bloodless, made one of the hardest marches in modern times, in overcoming all the wild obstacles of swamps, lakes, rivers and forests in

the 410 miles between Thunder Bay, Lake Superior and Winnipeg. The prominent positions in which one finds its former members all over the Province, and especially in Winnipeg, shows that they have within them the stuff that heroes are made of. The appointment of Mr. Walker to one of the highest provincial positions, not only is an additional proof of this, but must be very pleasing to his old time comrades.

HON. MR. DELORME,

Minister of Agriculture, is a native of Manitoba, a gentleman well known throughout the Province, and the largest native farmer in the Red River Valley. His fine farm and roomy hospitable home 16 miles south of Winnipeg, are ample proof that this important government portfolio is in

the hands of no theorist, but rather one whose whole life and works show that he fully understands and appreciates this great industry which underlies the prosperity of this Province, especially, when taken in connection with this fact; that the ministry is in harmony with the present Dominion Government.

THE SPEAKER

of the present Provincial Parliament, J. W. Sifton, Esq., having been connected with the construction of the Canadian Pacific Railway from the beginning of work thereon, being the first contractor to break ground both on the Thunder Bay (Lake Superior) and Red River ends, will fortunately be of great advantage to the present Provincial Government, by aiding them in judicious legislation; by means

of his great practical experience in wisely guiding the future railway policy of the Province upon which so much depends.

CIVIC ORGANIZATION.

Immediately upon the extinguishment of the H. B. Company's title, the Canadian government, to effect a civil organization for that part of this immense area of some 1,000,000 square miles lying west from the boundary of the Province of Ontario, and going west along the northern boundary line of the United States to British Columbia, in longitude 120 west of Greenwich, thence north to the Arctic Ocean, has for the purpose of organizing a Dominion governmental supervision, been divided into

THREE DEPARTMENTS.

The oldest and smallest of these is the Province of Manitoba, the merest fraction of this great space—only some 14,240 square miles—being about 120 miles east and west, by 100 miles north and south. Then comes the district of

KEEWATIN,

which extends from the western boundaries of Ontario, above mentioned, up to the eastern boundary of Manitoba and along to the north of it to the one hundredth parallel of longitude (west of Greenwich) and north to the Arctic. This region was made a district in '76, with the present governor of Manitoba as ex-officio governor. As yet it has no located seat of government, but its governmental business is transacted at Winnipeg. This is a region of

LAKES, FORESTS AND MINERALS,

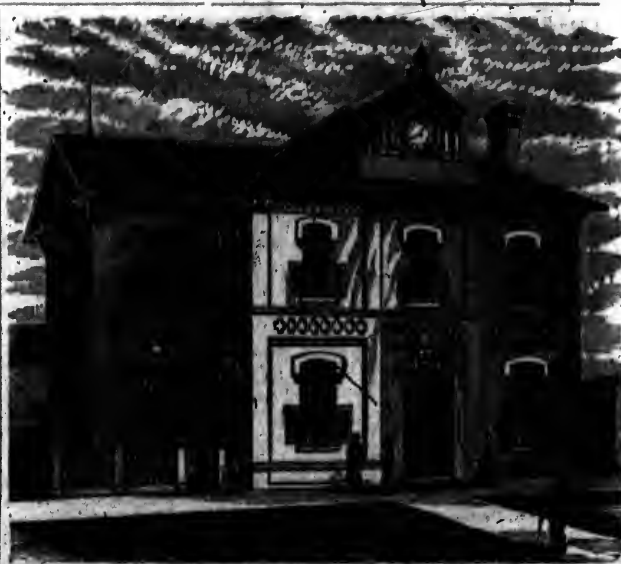
with but little prairie or table lands. All the rest of this great section lying west of Kewatin and Manitoba, and extending west to the eastern boundary of British Columbia, is embraced in the

NORTHWEST TERRITORY,

In which a government was organized in 1870, with Hon. David Laird as Lieut. Governor. He, with his council, reside at the new seat of government at Battleford, which is charmingly located at the junction of Battle River with the north branch of the Saskatchewan. Here some twenty government buildings are erected besides, of course, many buildings belonging to private individuals, stores, dwellings, etc. Branches of the different church missionary establishments will be established there. Fort Pelley is the headquarters of the territorial mounted police, a very efficient semi-military organization, that are stationed at different posts along the national boundary and through the various Indian tribes along the frontier. The country embraced in this territory may be truthfully called the

REGION OF PERFECTION.

With a pure atmosphere, a genial, healthful climate of early springtimes and soft, hazy autumns; with dry and steady winters and light snow falls; with streams and springs of the purest water; with no malaria, because there is nothing to develop it. The earth, sky, water and altitude are all conservatory of health, insuring new comers, from distant lands even, against the scorching sickness attendant upon their coming into more southern and less perfectly situated sections, while here in this health-giving air—summer



POST OFFICE AND DOMINION GOVERNMENT SAVINGS BANK.

or winter—their strength continues and improves, from their arrival.

This great territory is also

THE LAND OF MAGNIFICENT PRAIRIES and great rivers, with fine navigation from the eastern almost to the further western and northwestern boundaries, by the Saskatchewan which, with the Peace, Athabasca and McKensie, whose navigable waters, running through the northwest and center to the western Arctic, furnish ready routes of transportation. Two steamers are now running on the Saskatchewan and another one is on the way for the Athabasca. These boats of course are but the pioneers, the half-awakening dream, preceding a soon coming, actual fleet that will traverse these rivers. With the already finished telegraph line across it, and officially located and soon-to-be-built railway, civilization—already there in a measure—will soon enter more largely, being already supplied with every modern means of communication, and transit into this

GRAND NATURAL GARDEN,

with great forest tracts along its eastern, western and northern borders and another great body through almost its centre, between the Saskatchewan and Athabasca; while a liberal growth of timber skirts the shores of lesser streams, with valleys of proportionate and even greater beauty and fertility. There are

GRAND COAL FIELDS

also in this Territory. Explorations have shown that north of the 50th parallel there are fully 500,000 square miles underlain by true coal, while on the north and south branches of the Saskatchewan, Battle River, Red Deer and other streams in its middle and southern part, are extensive deposits of coal in strata of from two and a half to twelve feet thick.

GOLD AND IRON,

and other mineral deposits of great extent and richness, are also known to

exist there. The richness of the gold fields along the eastern as well as western part of the Rocky Mountains, from latitude 50 to 55, is well established and long known.

THE INDIAN TITLE,

or claims to all this section, as has been before mentioned, have all been satisfactorily purchased or settled. The uniform good faith kept by the British and Canadian governments in all of their treaties with the Indians has been as honorably maintained, by these forest children, and I have yet to learn of the first instance of their ever committing any outrage upon peaceably disposed persons. On the contrary, their record of kindness and assistance to suffering white men is large and instances numerous. These treaties were made with the Indians in this section in 1871, '72, '73, '74, '75, '76, and '77, are known as treaties one to seven, respectively, and were mostly made under Governor Morris.

CLIMATIC.

In view of the statements already made and the facts that follow concerning this

GRAND FERTILE BELT

that comes sweeping down through this great section and Province, and south into the States, as will be shown hereafter, I deem it best that the reasons should be given right here, why this so-called belt should continue, as it already has become—nearly up to the boundary line—the great highway along which the homes, farms, towns and cities will stretch continuously across the continent; and to further explain, what may cause debate or be condemned without examination, this *actual fact*, wants to be borne in mind. It is that the great

MIDDLE BELT OR ZONE

in which is found most of the intellect, and that crowning result of the high-

est civilization, progress, does not follow the

LINE OF LATITUDE.

For, starting in Europe, we find it between the 45th and 60th parallel, in which is embraced of most of France, all of England, Ireland, Scotland, Belgium, Holland, Germany, Denmark, the southern part of Sweden and Norway, etc. That the same climate, in crossing the Atlantic, drops from the 60th degree as a north line, to—as a very liberal estimate—as low as the 45th in America, which line would take in the most, if not all of Nova Scotia or Maine, the same line forming the north boundary of New Hampshire, Vermont and New York, while the southern limit, would at least go as far south as the 55th parallel, which is the northern boundary line of North Carolina, and I think it should go even to the 50th. But these boundaries do not hold good from the Atlantic to the valley of the Mississippi river even, the north line—particularly in winter—falling nearly south of the lakes. But, after passing the great lakes, the same climate rises rapidly to the northwest until at the Pacific coast it is fully the same as in Europe, viz: 45th and 60th parallel. The causes of these defections are simple and natural; when properly understood. First the strong Arctic current that flows south along both coasts of Greenland, composed of the icy waters of that great frigid sea around the North Pole, bearing in them those mighty masses of ice, called icebergs or mountains, down past the coast of Labrador, and so along until this current meets the warm water of the Gulf stream on the banks of Newfoundland—which here turn the waters of that tropical stream to the northeast, causing it to pass near to the shores of Ireland and east of Iceland—and so on until its force and warmth are lost in the freezing waters of Nova Zembla. The waters of this Greenlandic current are in turn deflected and thrown to the right, along the eastern shores of the Dominion and the New England States of the Union. But those great masses of ice do not easily lose their momentum, but go on into the Gulf stream and across it into mid-ocean until they are crumbled away by the mild air and the heavy seas of the Atlantic. The European coast has no such Arctic current, or at least none of such magnitude.

The Pacific Ocean has no Arctic current, but the great Japanese stream sweeping its mighty current, four times the size of the Gulf stream north from the Equator, past the Chinese and Japanese coasts, on out into the Pacific until in its northward course, it reaches the curved line of the Aleutian Islands that stretch away out from our Russian purchase of Alaska, nearly across to the Asiatic coast, off Kamakata, causes this mighty Oceanic river, with its rapid current of four miles per hour and its accompanying trade winds, so deflected to the east, striking the Pacific coast of this continent to the north of the 60th parallel of latitude, while the low altitude and narrower area (from east to west) of the ranges of mountains allow these

WARM TRADE WINDS

to come over into the valleys of the Peace, Athabaska, Saskatchewan and Red rivers, with an elevation of less than one-third of that of the United States, directly south along the line of the present great Union and Central Pacific Railway. And it further explains the fact, well known to all

residents here, that spring comes to Manitoba from the northwest, and why cool weather in the fall is earlier in that Province than in the above named valleys.

The report of the United States weather office at Pembina, in the U. S. on or near the Canadian and United States boundary line, and the Canadian weather office at Winnipeg, continued through a number of years, show that the point of the greatest degree of cold in this section of the North-west, is at or near the boundary line; it being milder north—even at Winnipeg—as well as south from the boundary.

Again, about in a north line from the Eastern part of the State of Ohio, or Collingwood, Ontario, the cold waters of the frozen Arctic Sea come down into the country through Hudson's Bay as far south as latitude 51, while the north line of Minnesota is only 46. It is from this cause, doubtless, that the cold northerly winds of winter cause the depression of the thermal line south of the great lakes in those months, and that the warm

TRADE WINDS OF THE PACIFIC

which come down through the river valleys, heretofore named, do not go easterly, near the Atlantic coast, but deflect southwardly into the States.

Once more we find as we go westward over the present railway from Chicago to San Francisco, Cal., that there is a gradual rise in the surface of the country after passing the Mississippi river towards the Pacific, until in the western part of Nebraska it reaches an altitude of 2,800 feet (a point several hundred feet higher than the highest point on the Canadian Pacific Railway). A short distance beyond the Rocky Mountains proper, begins, and for the next 1200 miles,

FOUR GREAT RANGES OF MOUNTAINS

have to be crossed by the present Union and Central Pacific Railway, at elevations of 2,242 feet, 7,535 feet, 6,116 feet, 7,017 feet—respectively, going west. Now, as it is well known that altitude is equivalent to latitude, it is easy to be seen why the great middle zone of temperature does not run with the latitude across the Atlantic and across the States to the Western Ocean. It is because it can't.

The Arctic currents, constantly flowing from an eternity of ice in the one case, and the four great ranges of mountains of immense height (many constantly snow-capped, for the altitudes above given are merely those of the passes through them) and their great extent east and west, in the other case, proves the popularly believed theory of wise emigration, "keep in your native latitude," to be incorrect.

Of course, here and there, between these mountain ranges are milder valleys, but these grand and warmer formations of the Divine Architect, set as so many condensers of the clouds and moist winds passing over them, particularly when there is added a fifth wall of mountains skirting the immediate coast of the Pacific, called the Coast Range. Whatever moisture there is in the breezes from that mighty ocean of rest, well called the Pacific, is completely taken out of them before they get any distance in the interior. Besides, it is well known, that in the State of California itself, it never rains from May to November, hence, these causes account for the entire absence of large (or for that matter, small) rivers, with bordering fertile valleys like those in the northwest, and for the

land out of the immediate mountain ranges being dry, arid, alkali plains, like those of the Humboldt, a stream which, as most of them do, loses itself in the sand. They also account for the fact that, where cultivation is carried on, it is only maintained by irrigation from small streams just from the mountains.

But enough on this section, and to again return to the Japanese stream. I said there was no Arctic current in the Pacific. The cause of this is, that the whole of the Japanese stream does not come to our western coast, but a portion of it that flows beyond the Aleutian Islands, keeps on in its course as laid down by the Almighty, and being gathered into a narrowed and stronger current by the converging of the coast of the large bay, opening southward to receive it, pours through Behring Straits in great volumes into the Arctic Ocean. This keeps the western part of that sea so open and is the reason why no icebergs are seen off our western coast; it also doubtless has its influence in moving out that mercuric stream of cold into the Atlantic. Perhaps this very injected warm current accounts for the fact that ice in that dismal ocean does not increase from year to year, keeping us in constant fear of another

GLACIERAL DELUGE

If, in giving so much space to these simply climatic facts, I have tired the ADVERTISER'S readers, I would in extenuation but simply say, that I do so honestly believing them worthy of their perusal. They also explain, perhaps, many of the seeming self-evident absurdities, that various writers and persons have given in stating true facts of

THE NEW NORTHWEST

For the information of the ADVERTISER'S readers in the United States, as well as elsewhere, a few words on the

CANADIAN FORM OF GOVERNMENT

may be of interest. The Confederation, as formed at present, consists of the Provinces of Ontario (formerly Upper Canada), Quebec (formerly Lower Canada), New Brunswick, Nova Scotia, Manitoba, British Columbia, Prince Edwards Island, the Northwest Territory—just organized—and Territory of Keewatin, unorganized; the latter being as yet under the charge of the governor of Manitoba.

The Confederation was formed in 1867 by the union of the first four named provinces, Manitoba entering in 1870, British Columbia in 1871, Prince Edward's Island in 1873. New Foundland is the only province that is still out of the Union, which is known as the Dominion of Canada, at the head of which is the Governor General, who is appointed by the Queen for five years, at a salary fixed by the Dominion itself, of \$50,000 per annum. The senators, who at present number eighty-one, hold their office for life. At the time of the formation of the confederation their number was seventy-two, they being appointed by the Queen direct. Subsequent additions and vacancies since occurring are filled by nominations made by the Governor General and Council, which nominations are confirmed by the Queen, who issues their commissions to them direct. Vacancies may occur by death, resignation, absence for two consecutive ses-



STOBART, EDEN & CO.'S BLOCK. See Page 21.

mons, bankruptcy or conviction of infamous crimes.

THE HOUSE OF COMMONS

now consists of about two hundred members. They are elected by the people, on a basis of population and are chosen for five years. Residence is not a requisite for a candidate in the district in which he may choose to "stand," but he may represent a district other than the one in which he resides.

Associated with the Governor General is a cabinet or ministry of thirteen members, known as the

QUEEN'S PRIVY COUNCIL, FOR CANADA,

who hold the portfolios of the different departments under the title of ministers of customs, interior, etc. The formation of this cabinet is made by the Governor General making the recognized leader (in the House) of the political party in majority, to confer with him in naming the members of the cabinet, which selections are made both from the Senate and House, with a majority from the latter body. The members of the House, so named, if they accept, at once resign and again go before the people of their own or any other House constituency that may be vacant if they so desire, for re-election to the House; when it is re-elected, they take their place in the cabinet. This is done to assure a full accord between the ministry and the people. If the member so named falls of an election, he is out of both house and cabinet, but he is not debarred from entering again for the house only. If

any of the originally named members fall in their re-election, another is named until the number is complete. The senators, being for life, do not require re-election, neither do they lose their seats in any event. The member of the House originally called by the Governor General to aid in forming the council, is called the Premier, or in the Dominion government

THE PRIME MINISTER,

and the government so formed is usually known by his name. As in the case of the present Prime Minister, Rt. Hon. Sir John A. McDonald, the government is called the

M'DONALD GOVERNMENT.

When the organization is completed, the Queen issues their commissions to them as Her councillors. To these ministers is generally accorded the privilege of making appointments to fill any vacancies in the home or head department among their immediate deputies or clerks, or in any of the Dominion offices in any of the Provinces; though the Governor General is responsible for all such officers and has a right to name them. Still he usually waives the right and confirms the appointments of his ministers. The courtesy of naming the candidates for any of the Provincial vacancies is usually accorded by the minister of whatever department it may be in, to the member of that Province whose politics is in accord with that of the ministry. Such subordinate appointments both in the head departments as well as in the Provinces being

MADE FOR LIFE,

or during good behavior. The recipient is supposed to thereafter keep himself clear of all political questions, either by his vote or otherwise; they being expected to know only their official duties and to make their future reputation or advancement by their efficiency and courtesy. For, though the ministry and political party under which they were appointed, may lose position and power, it does not affect them, the same holding good with the deputies, etc., in the department/home office in Ottawa. Changes in the ministry put out of position only the ministers themselves.

But to resume. The Governor General has the privilege of calling upon any of his ministers to resign, and of calling another member to such department, or he may dissolve the entire cabinet. All measures for parliamentary action are usually introduced by the minister of the department from which it would be proper to emanate, and whenever the government falls of support in the House in any of its measures, it is usually expected they will resign; or if a direct vote of want of confidence in them is given by the House—which is usually followed by a petition to the Governor General to name a new Premier—who is usually the leader of the opposition in the House—upon such a vote the Premier and Council so defeated resign their commissions, which are accepted, and the new Premier and Council take their places; those from the House going before the people for re-election as at first.

THE PROVINCIAL GOVERNORS

are appointed by the Governor General and Council, with the approval of the Queen, with the title of Lieutenant Governor, such appointment being for five years. In the Provincial Parliaments there are no senators, the body being composed of the Legislative Council, appointed by the Lieut. Governor and his Council for life, and the Legislative Assembly elected for four years. The Lieut. Governor names a Premier, who selects with the Governor, a cabinet which is called the Executive Council; it being selected and governed by the same rules as the Privy Council in the Dominion government. Subordinate provincial officers are for life, the same as in the Dominion. Three of the provinces have done away with the nominating body or legislative council and have only one, the elective or legislative assembly. This body with the executive council, performs the provincial governmental functions. The provinces having only the one are Ontario, Manitoba and British Columbia.

The Dominion of Canada does not pay one cent of tribute or taxes to the English or home government, in any way whatever. On the contrary she charges her just the same customs tariff on her merchandise, etc., coming into Canada, as upon that coming from the United States or any other country. Again, all the public lands in British America (which has a much larger area than the United States) belong to the Dominion, and not to England. Canada has also its own system of internal revenue. In fact, her resources are the same as the National Government of the United States. There are no British troops in the Dominion, her forts being garrisoned by her own soldiers under her own control, though, as aforesaid, some of her governmental officers are nominally understood as be-

ing named by the Queen; she seems to waive that right with the single exception of the Governor General; and even in his case, she would not name or retain any one that was obnoxious to them. All commissions and legal documents emanating from and under the Dominion, acknowledge Her Majesty's sovereignty, and light as her legal hold upon them seems, I very much doubt if in England even, she has more really loyal subjects than are the Canadians to-day.

VOYING IN CANADA.

for members of Parliament, etc., is free to all (but Indians) except a small property qualification, which amount may vary some in the different provinces, though I cannot say that it is not uniform. But this limitation, small as it may be, is a most wonderful safeguard of that greatest of political privileges, the ballot.

If these hurried

POLITICAL NOTES

are given with sufficient clearness for many readers may be able to better judge which of the two governments, that of Canada or the United States, is really the best and freest, and which contains the elements of the greatest present and future strength. They, perhaps, may be able to decide whether we cannot embody in our own governmental machinery some good things from even so young a government as that of Canada.

MANITOBA.

On the eastern limit, or more properly speaking, the southeastern corner of this great prairie tract of more than one thousand miles in extent, spoken of in Mr. Grant's "Ocean to Ocean," is the location of this little province, with an area of only some 14,240 square miles, being about 120 miles from east to west, by 100 miles north and south, and containing about 10,600,000 acres. Coming just within her eastern borders is that

VAST FOREST REGION,

that extends away eastwardly through the older provinces to the Atlantic, while coming in from the south is that great prairie country from the United States, or which more properly speaking, stretches away from the waters of the Peace River through Manitoba, south through Minnesota, Dakota, Iowa, Illinois, Missouri, Kansas, the Indian Territory and Texas, to the Gulf of Mexico, more than two thousand miles from the southern boundary of Manitoba. In this latter prairie tract, away on the south line of the State of Minnesota, rises the Red River, which, running almost due north of the States into and across this province, empties into Lake Winnipeg, some forty miles north of its capital city of Winnipeg. As this stream pursues its course northward through this great prairie, its valley widens from a few miles to fully 40 miles on the west to the Pembina Mountains, and 80 miles east, but the eastern forest section gradually begins to close in shortly after the river enters the province, in a circular line, until it comes up to and crosses the river about 20 miles above its mouth. Along its western bank, after entering the province, are scattered belts of timber with some of its western tributaries; but its eastern bank is generally lined with a timber belt of fully one mile in width, while streams coming in from the east are both more numerous and larger, with correspondingly heavy borderings of forest. The

Red River in crossing Manitoba, leaves about one-third of the province to the east. This river empties into Lake Winnipeg through four channels or mouths; the first, or more easterly being the best. All of its channels or mouths run through a large tract of grassy marsh, extending some nine miles north and south, and 15 miles east and west, along the head of this great lake some three hundred miles long. A little more than half way from the south to the northern provincial boundaries the

ASSINNEBOINE

empties into the Red, from the west. Following up the Assinnehoiné its general course through the Province to its Western limit is to the west, thus dividing the Western two-thirds of the Province into nearly two equal parts. Near the northwest corner of the Province comes in a high plateau called the Riding Mountains, which run in a southwest course until broken by the broad valley of the Assinnehoiné, here some fifty miles wide the river flowing nearly through the middle of this valley. To the south of this valley this same plateau attaining an elevation of some two or three hundred feet again rises, running in the same general course but is known as the

PEMBINA MOUNTAINS

which extend on out of the Province into the States, thus dividing the western portion of the Province into two parts, that lying to the east being generally the level prairie of the Red and Assinnehoiné valleys proper, while to the west it is higher and more rolling. Along the northern boundary line near the northeast corner the waters of

LAKE WINNIPEG

come down into the Province some fifteen miles. This lake is some 300 miles long from the mouth of the Red river to its outlet into the Hudsons Bay, near Norway House, through the River Nelson. Its course is directly north. Following along this same northern boundary line some forty miles from the western shore of Lake Winnipeg,

LAKE MANITOBA

comes down into the Province some 26 miles. It runs north some 180 miles when it is terminated by a marshy section through which runs a narrow channel a mile or two into

LAKE WINNEPEGOSIS.

This lake runs north another 120 miles, having an outlet through a small lake called Cedar Lake, which is really an enlargement of the Saskatchewan, a short distance above its mouth, and so the waters of these two lakes really flow into Lake Winnipeg through the channel or mouth of that river. Together these two lakes are two hundred and twenty miles from north to south with many beautiful bays and smaller connecting lakes. The greatest breadth of Lake Manitoba is twenty-four miles and of Lake Winnipegosis, twenty miles. Uninterrupted navigation is obtainable between these two lakes. Some twenty five miles down the eastern shore of Lake Winnipeg at Fort Alexander the

WINNIPEG RIVER

enters the lake. This is a large stream, it being the outlet of Rainy Lake, Lake of the Woods, in fact the entire country nearly through to Thunder Bay on Lake Superior and embraces in its basin the greatest watered portion of the entire continent

save only that of the great lakes themselves. Its scenery is grand and picturesque. It is a stream of cascades and waterfalls, falling during its course of 125 to 150 miles from the Lake of the Woods nearly 500 feet. This river with the lakes and streams connected with it was the highway or water way over which those hardy French Canadian voyagers for more than 100 years carried on their traffic between the waters of Lake Superior and their trading posts on the Red, Saskatchewan and other streams to the west and south through to the Pacific. They form to-day a part of the

DAWSON ROUTE

which begins at Thunder Bay going west over the same series of small lakes and streams to the west shore of the Lake of the Woods, where instead of continuing down Winnipeg River, up the lake and on Red River, it leaves the Lake of the Woods and by wagon road goes direct to Winnipeg or Ft. Garry, 125 miles distant. On this route to-day eleven small steamers take the place of the batteaux of those early voyagers in the waters between the different portages, while good connecting roads have been built where necessary. This route was opened through by the Canadian government in 1876 and has since been kept in operation by the government open to travel and transportation generally. Though 'tis perhaps but natural to expect, it never has become a much patronized route, as against continuing on Lake Superior to Duluth, the Northern Pacific and St. Paul & Pacific to Winnipeg. Still the opportunity has existed and at low rates fixed by the Canadian government, which to-day expending large amounts in building locks in Rainy River for steamers to still further improve it. Again, through this same section the Canadian Pacific Railway has its line located and most of it under contract, with some 225 miles graded and the iron down at least 190 miles of it, while at Thunder Bay and Winnipeg is piled up the steel rails, fish plates, bolts and spikes enough for the entire distance. So that soon the whistle of the locomotive will be heard through those wilds that for the last 150 years knew only the songs and shouts of the "Coureurs Des Bois."

But returning to Manitoba again, I would say, that between Lake Winnipeg, Manitoba and Winnipegosis, the country is generally a forest, as it is generally around the shores of all these lakes, also along the streams entering into them. Along the Assinnehoiné are heavy timber belts, especially on its south bank which, with that along the Red, already spoken of, and the generally timbered uplands of the Riding and Pembina mountains, need only protection against prairie fires to increase it largely; while coal is known to exist in the Riding and Pembina mountains. So it will be seen that the

WOOD AND WATER SUPPLY

is ample for all present and future wants of the Province—while as yet Manitoba is drawing but little on her own fuel resources as most at present is rafted down the Red river from the States.

THE SOIL

of the Province being mainly of the rich black alluvium of the Red and Assinnehoiné Valleys, from four to eight and even twelve feet deep, is unsurpassed in fertility even by that of the famous Valley of the Nile, while that of its gentle uplands is of a quick rich loam.

In fact, I do not believe there is a single acre of poor land in this Province.

THE PRODUCTIONS.

of this country are large and varied enough to show that it possesses unusual wealth of soil. From the returns of last years crops the following showing was reached, although lessened by various causes, from that of previous years, some of which were local and some general, but mostly peculiar to that year. Among these were the very heavy rains that caught the wheat just as it was ripening. The following yields per acre was the showing made as above named: Wheat from 25 to 35 bushels, average 32½ bu.; Barley 40 to 45, average 42½ bu.; Oats 40 to 60, average 51 bu.; Peas 25 to 35, average 32½ bu.; Potatoes average 230 bu.; Turnips 663 bu.

Though these reports may all be true, I am satisfied that on wheat at least, they are too high for a full average of the Province, for they had very bad weather for their wheat harvest, and from a general inquiry made personally, I judge 20 bushels as nearer a Provincial wheat average, though I have nothing tending to reduce the average of the other grains and deem that they may be correct, as they mature rather earlier than wheat. The rest average I predict rather under than over the usual yield. Aside from the above enumerations, individual cases are not rare in this same section of wheat yielding 60 bushels from one bushel of seed; 100 bushels of oats to the acre have also been raised, and barley as high as 60 bushels, weighing from 50 to 55 pounds to the bushel. This I am ready to believe, for all of these grains are of great weight. Potatoes have yielded as high as 300 bushels to the acre and of a quality unsurpassed, as are all the root crops. Turnips have yielded as high as 1000 bushels per acre, 500 to 700 being quite common. Corn does very well here though not made much of a crop. Flax and hemp do well here, but there being as yet no market, either for home use or export, owing to present high freights, but little is raised.

TAME GRASSES

do splendidly, particularly timothy and herdgrasses, though the native grass is good enough, either for feeding or lawn purposes. In fact the light autumn rains do not soak out the nutritive properties of the native grass, and in winter the cattle will turn from the hay ricks to eat the naturally ripened grass underneath the light snow-falls of this section. Cabbages grow to an enormous size and mature quickly, so do cauliflower and celery; the latter being large, white and fine-flavored. Cucumbers, onions and rhubarb attain great perfection and yield. Lettuce grows with a crispness unsurpassed. Melons and tomatoes do well, particularly the latter. Wild hops grow in profusion about the lakes and streams, are in general use among the settlers and have also been successfully used by the local brewers. But of the products of the soil

WHEAT IS KING.

The amount raised in the Province last year was about 1,100,000 bushels, of a general average of 68 pounds to the bushel, while large fields were raised in which the average weight was even more than this. One field had a straight average of 68 pounds to the bushel and another field of 3,000 bushels averaged 66 pounds, producing



R. GERRIE & CO'S STORE. See page 37.

48 and 42½ pounds of flour to the bushel. The wheat, bushel for bushel, produces a much larger per cent of middlings or "patent process" than the wheat of Minnesota. This is the peculiar property of the Minnesota spring wheat, which has already given the flour of that State the supremacy in the eastern States and on the London market, making it in that city in price the peer of the flour of any country or mills that are brought to that great

CENTRAL MARKET OF THE WORLD.

Large as was the amount produced last year, considering the agricultural age and high priced export facilities, save to the surrounding and newer portions west, it is enough to supply the home demand, as well as considerable for seed and shipment; but the increased acreage and present fine prospects go to show a large increase over last year's products. The same may be said of other crops. Though only a few small shipments of wheat and flour have yet been made to the Canadian markets from Manitoba, still they have been sufficient to give established quotations over the wheat from any other section and they will readily take any surplus this Province may have in the coming years. Though it is seemingly out of from the markets of the States, by the foolish tariff put on by the United States of 20 cents per bushel, still its great weight and superiority have attracted the attention of the Chicago and Milwaukee wheat dealers to "grade up" the poorer wheat

of more Southern localities that comes to those cities for a market. So there is no doubt but that as the proper railway and other shipping facilities are opened (for Manitoba is nearer lake navigation at Duluth than Kansas is to Chicago) the wheat of Manitoba will go largely to those markets in the States, even though this high and unjust tariff is not done away with.

It would seem that
But, while according so much space to wheat, enough has been given to show that

MIXED FARMING

is fully remunerative, that all kinds of cereals are sure, while vegetables yield almost fabulously and of unsurpassed excellence. Data enough have been given and are easily attainable to show that one need not fear to plant in this generous soil any cereal or vegetable crop, as the general success is undoubted. There is no section where grains of all kinds yield so bountifully, and the crops, year after year, so uniformly full. Herein lies the great

SECRET OF SUCCESSFUL HUSBANDRY.

Profitable amounts raised every year. The crop products heretofore spoken of have been those raised in Manitoba, but this fact wants to be borne in mind: that the further westward you go up the valley of the Saskatchewan, the earlier are the springs and longer the seasons. Settlements that have already gone in that section sustain this assertion, while the productive

ness of the soil there is unquestioned. It is a question if

STOCK RAISING

is not as legitimate a farming crop as cereals and not a special branch as many seem to think. It is the uniform record of all the grasshopper-stricken sections in the newer parts of the west that those farmers who were possessed of a few head of cows, swine, etc., escaped much of the privation, hardship and destitution that was the portion of their neighbors, who had confined their labors to the raising of crops only. In fact it is a question whether in a few years it will not be proved that the

REAL WEALTH

of what are now the frontier settlements in the States, has not been increased and made more permanent by and through the visitation of this scourge and the lessons that have been taught, showing conclusively to the settlers, the great lack of practical wisdom in placing their whole dependence upon any one kind of products. It is the well known common error of most pioneers, and for that matter of older settlers, too, to make wheat their main stay, when it is especially sensitive to any of the many dangers of climate, seasons, etc., that are around the path of new comers in every section. While in this climate and Province, and away through the great Northwest beyond here,

STOCK RAISING IS A CERTAINTY.

There is one fact about one of the most sensitive, delicate domestic animals the farmer gathers about him, viz, the sheep. It is now over 40 years since sheep were first brought to the Red River, and as yet no case of disease attacking them, has ever been known, while their wool is of a very fine quality, yielding from six to eight pound fleeces from weathers and from two to three and one half pounds from ewes.

Swine present the same record of healthfulness here. While the report of the Statistician of the United States Department of Agriculture, in Washington, made the 29th of May 1877, shows that losses of swine by disease in the U. S. during the previous 12 months, were 4,000,000 of all ages, and of a money value of more than \$30,000,000, the same being equivalent to one third of the sum of the exports of pork products of that year, and I do not know that it was an unusually sickly year among them either.

THE NATIVE CATTLE

one sees here, particularly the beef cattle are very fine and large, the Steers being a full half larger than those of Texas and fully up to the size of those in the older States and Provinces. They are very hardy and are used generally on the road, instead of horses, in drawing the trains that go out through the great Saskatchewan and Peace River district, 1000 to 1500 miles.

They are much quicker walkers than horses, and their feet being larger, they are more liable to mire in crossing streams and sloughs. They stand less care and have more strength; easily drawing loads of 1000 pounds each, day after day. They are never yoked together, but each harnessed singly, draw the light Red River carts which are made without a particle of iron. When used by the farmers for agricultural purposes they are sometimes yoked together, but the great mass of them are used for travelling, which they do with no feed but the wild grass. During their whole

lives they do not know the taste of any kind of grain, while in Winter they are seldom sheltered or fed except when there are extra heavy snowfalls, though they do then require more or less feeding and some shelter.

THE HORSES

that know the inside of a stable during winter except in the larger settlements, are very few, in fact it is so near the custom, that it is but the truth to say that they are never fed the winter through, but stable and board themselves.

They are not as one would naturally suppose "little rats of things," like those of New Mexico, and the Southwest generally, but good fair sized horses. I have seen them coming into Winnipeg in Trader's Trains that have been continually on the road for 72 days, yet have never seen a really poor horse among them. They look like the ox have no feed but the wild grass; no grain in any form being fed them. The horses and cattle of this section are

NOT A MONGREL RACE

as it would seem natural from their location they would be, for more than fifty years ago stallions of the best blood then known in England were imported here, by the way of Hudson Bay, Nelson River, and Lake Winnipeg, at a cost and expense of as high as \$10,000. Fine Durham Bulls were also brought the same way, and never since then has the Province been without Sires of the best beef and horse blood obtainable any where.

I saw only five miles from Winnipeg at Silver Heights on the stock farm of the Hon. James McKay, a herd of 140 Geldings, mares and colts, bred by an fine and clear, straight blooded stallions as can be found in the whole Mississippi valley, from its source to the sea, that never yet in winter have seen the inside of a stable or received a measure of fork full of feed. The same is the case at all the trading posts and smaller settlements from Winnipeg to the Rocky Mountains, and up in the great and magnificent valleys of the Athabasca and Peace rivers extending to the Northwest, up to and beyond latitude 58 north and longitude 120 west from Greenwich.

GREAT HUMAN EXPERIMENT.

How do these facts tally with the universally claimed assertion of those kind hearted, well posted ones who say if you want to raise a stock you must go south; but not to this section? They will so patronizingly laugh at any one who differs with them and say, you will have to feed them so long in winter that they will eat their heads off. Well, gentlemen, I do not hesitate to predict, that when in after years, this great Northwest becomes better known to you, you will find that this will then be generally admitted, as a fundamental law of animal nature, that where man thrives in the greatest vigor and reach a the highest physical and mental excellence, there will the animals created by an All Wise Creator, for man's use and assistance, reach their greatest natural perfection.* If, in

*It is well known that a few years since, so great was the loss and wide spread the disease introduced in the Western and Northern States by the passage through them of Texas cattle that by many of their State legislatures laws were passed prohibiting the transportation through those States of cattle from Texas, except under very stringent regulations. Ohio was one

these coming years, it should be found that in a

BILIOUS AND PULMONARY SOUTH this sought-for Eden of man, should be found, why then you might be right, but in the meantime, while this grand human experiment is being tried, it would seem to be wisest for the present at least, to feel that a section where ague, consumption, and most of the great human destroying fevers are unknown, will do very well to come to, bringing your families, stock, or if empty handed, your hopes and energy and here, if one cannot in the meantime satisfy himself by his own judgment, patiently wait the issues others may make in the Southern latitudes.

SETTLEMENT

came into the Province slowly, as aforesaid, until 1872. Since then it has every year been increasing. The first settlers being French Canadians, brought with them from Lower Canada, their peculiar form of dividing land in laying out their settlements, which they always made along some water course.

The water frontage was divided into so many hundreds of feet to each family, but running back two miles making a specific title of two miles back and a claim or privilege of two miles more or a continuous depth of four miles. Such was the form of

LAND TITLES

in this Province at the time of the organization of the Dominion Land Department for the Province in 1873. There were Parish organizations extending most of the way along the Red river from the States, nearly to its mouth, some 75 miles and about the same distance up the Assiniboine. Those on the Red River going down from the south, north were St. Agathe, St. Norbert, St. Vital, St. Boniface, east and west, Winnipeg, St. John, Kildonan, St. Paul, St. Andrew, south and north St. Clements and St. Peter. Those on the Assiniboine, going from the east, west being St. James, St. Charles, Headingly, St. Francois Xavier, Bale St. Paul, Poplar Point, High Bluff, and Portage La Prairie. From Winnipeg down the river nearly through the Parish of St. Peter some 35 miles it was quite thickly settled, while up the river settlements were more scattered. Up the Assiniboine they are now almost continuous.

At the same time that these old settlement claims were allowed, there were reservations amounting to 1,400,000 acres set apart to extinguish half breed claims of various kinds. By some, the setting apart of so much land for

THE HALF-BREED GRANTS

is considered a drawback to the Province as they were choice lands and in the central part of the Province. I do not think so; rather the reverse, as but few of them retain the lands so given, but sell them at mere nominal figures, as fast as the various allotments are made personally to them, as their right or title to their portion of the reservation are passed upon by the government. In 1876 the allotments began to be made. As they have continued to be made every month or two, it is found that nearly all sell them. In very rare cases of the States passing this cattle law. In 1877 she suffered a loss of thousands of dollars by disease, which they were unable to suppress, introduced by a drove of Texas cattle, which is brand through that State were allowed or took privileges not permitted by law.

cases some one retains his drawings. Generally they not only sell them at once but offer those of their children, or minor claims as they are called. These claims have been and are now a favorite form of investment and speculation, as the prices at which they are sold make the land cost much less per acre not only, but also below that of railroad lands in the United States which have been purchased in such large blocks by means of the appreciated bonds which the railroads take in payment for their lands. There is a great deal of money being made in these half-breed claims.

THE INDUCEMENTS

watch the Dominion government offers to settle coming in colonies, are very much more liberal than can be made by the United States government, as the States have but one price, \$1.25 if not within a railroad grant, and \$3.50 per acre if within a grant. The extra inducements offered by the Dominion government have been improved by

THE Mennonites

(German Quakers from Southern Russia) who took a grant of eight townships on the east of the Red River beginning some 18 miles from the south line of the province. This is known as the Rat River settlement. They have also taken another grant of 17 townships on the west side of the Red River, seven of the townships being directly on the south boundary line. Some 8,000 of these peaceable, thrifty working people have already reached this province and are settled in their own homes. They are all workers, men, women and children; no idlers among them. Being of these thrifty working habits it is but natural that they succeed. They are the most desirable foreigners that have come to this country in years. Most of them have more or less money and some are quite wealthy. In 1875 a delegation visited this province

FROM IOKLAND

and made selections by special arrangement with the Dominion government, of several townships on the west side of Lake Winnipeg. In 1876 some 1,500 of them came out to Manitoba, and now in their own homes are thriving as they never did in their native island.

THE H. B. COMPANY,

according to the terms of their sale are allowed two sections of 640 acres each, in every township. A township consists of 36 sections or a tract of land six miles square; the plans of land surveys in Manitoba and the Northwest being the same as the public lands in the United States. Besides the two sections to the H. B. Company, two sections are set apart in each township for public school purposes, the same as in the United States. These are all

THE GREAT RESERVES.

set apart in the province of Manitoba that many, unfavorably disposed, use as arguments against the chance of getting good lands there. Outside of Manitoba there are none of these reserves, except the H. B. Company's and the school lands, or such as may hereafter, by special arrangement with the government, be set apart to settling communities. So that the argument often made that the best lands in this section are locked up in reserves, falls to the ground. All the fair bred claims in the entire North-

west are extinguished by the reserve made in Manitoba.

THE HALF-BREEDS.

A few kind words are due the Half Breeds, of which there are many thousands scattered through this section, the large portion of course being in this Province. They are as a class very peaceable and reliable. Many of them are well educated and hold high positions. They are proverbially trusty. Many of their daughters are well married to gentlemen in good business and official places. Some are of great beauty, and in their marriage relations are controlled by as fine sense of duty as their white sisters of the same social position, to say the least. There seem to be two kinds of half breeds, one inheriting the roving disposition of their Indian mother, the other more naturally following the civilized instincts of their fathers; the former becoming hunters, voyagers, etc., the latter preferring the more settled ways of civilization. It is very seldom that they are cruel and harsh, though they may be imprudent. On the contrary they are all of them usually very mild mannered. There is no reason to doubt but that the success of the British and Canadian Government in their Indian management, both in the old as well as the new Provinces, is due to the friendly offices and influence of these half-breeds, for almost to a man, when it comes down to a choice between Indian or Whites, they are for the whites every time. The United States has never in its Indian management had the friendly influence of this large favorable intermediate class, speaking both the Indian and civilized languages, but it has had to meet and treat with the Indians through agents, who were neither familiar with their language or habits, hence their disadvantage and consequent trouble in comparison with the English Government and Canada. I am not prepared to admit that the Government of the United States as a government, has been a whit behind the British in liberality or good faith to the Indians, but I do admit, that as a Government it has been, as well as the Indian, swindled outrageously, by the forced employment of agents, who were true to neither party or interest; false to the Indian because of ignorance, and to the Government, because of such general ignorance they had a chance, and farther because they intended to be unfaithful to begin with. Useful as these half breeds have been to civilization in the past and present, they have still a future mission, which they will fulfill equally as well, and that is as frontiersmen; the "avant couriers" of human progress in its march up the great Valleys to the Mountains, and down the sunny western slopes to the Pacific. A knowledge of the existence of such a trusty vanguard, gives me faith to believe that this march will go steadily and continuously forward, free from the great retarding influence the States have here had to meet in carrying westward the

STAR OF CIVILIZED EMPIRE.

But to return to the settlement question, besides these old settlements that were in existence in '73, there have been others made in the province since, such as Sunny Side, Springfield, Grassmere, Emerson, etc., etc.

Other places in the Province lay claim to distinction as being first a central point, the location of mills, etc., and almost before one can realize it,

towns of considerable importance. Of this class may be mentioned

PORTAGE LA PRAIRIE.

This town, the residence of Joseph Ryan, Esq., M. P., who is now serving his second term in the Dominion Parliament at Ottawa, is situated about 75 miles west of Winnipeg in a most magnificent country. It is on the Assiniboine River and is the head of the present system of navigation on that river. It is connected by a regular line of boats with Winnipeg. By a small outlay navigation could be so improved that boats could run several hundred miles of river distance beyond the Portage. The great highway to the Northwest Territory runs through this place. It will undoubtedly become the capital of the county of the same name, as it is already the leading town in the county, as is also

GLADSTONE.

situated on the banks of the White Mud River, 18 miles from Lake Manitoba, to which it is navigable. At this point is a substantial bridge across the above river, over which passes the great highway to the Saskatchewan country, and beyond. Its location in the county of Westbourne, of which it is the capital, is central. It already has one steam saw mill and machine shop, where floor, gird, siding, lath and shingles, are manufactured. Spruce and other timber abounds in the vicinity. Another saw mill, a short distance north, increases the local supply of lumber. Here also is a steam grist and flouring mill, one of the largest and best in the province. A former small one here was burned last summer. Two blacksmith's shops, three general stores, two boot and shoe maker's shops, one tin and stove store, a wagon and sleigh factory, a cheese factory, county hall, hotels, churches, school house, and a number of neat residences, give it an air of business, comfort and growth. It is one of the great Saskatchewan mail stations, and for a considerable time was a depot and station of the Northwest Mounted Police. This fine body of military police are now moved out of and to the west of the province, with stations to the base of the Rocky Mountains. A weekly newspaper is being started here. The railway facilities of this place promise to be of the best, it being the present intended terminus of the Manitoba Western Railway, for the construction of which the county last year (1878) made provision for granting a bonus of \$150,000. This place is a natural point for any system of railways passing south of Lake Manitoba and east of the Riding Mountains. The original survey for the Canadian Pacific Railway was through here. The town has just been incorporated. The energy, enterprise, development and spirit of progress which is general through this county, and which are especially shown in this new town, must make it not only a favorite place for a settlement, but also for investment. Lots which sold here only a few years since at \$10 have recently changed hands at \$100 and upwards.

Full information concerning this county and point may be had of Hon. C. F. Brown, Provincial Secretary of the Province, at Winnipeg, who is a resident of Gladstone, and who will doubtless see that her legislative and other interests are not neglected.

MORRIS.

This young, thriving town is situated on the west side of the Red River,

37 miles south of Winnipeg, near the northern boundary of the county of Provencher. The town, consisting of about thirty houses, is built on the high prairie. Scratching River, spanned by a substantial bridge, flows through the town site, which has been laid out in Townships No. 4 and 5, Range 1 East, about 300 acres having been surveyed into town lots—200 acres of which are the property of Mr. Wm. Gall'e, a most energetic man. The remaining 100 acres, in T. 5, is the property of Colonel Kennedy, Registrar, etc.. The principal street, running east and west from the Red River, is the dividing line between the townships. The stage and telegraph road from Winnipeg runs through the centre of the town, and is the main business street running north and south. The place has three general stores, two of them occupying neat brick buildings, two agricultural implement establishments, each having good grain warehouses of 8000 bushels storage capacity. Carruthers & Flogie have a good saw and grist mill—where flour is sold at \$2.25 per sack.

The Canada Methodist Church is a fine edifice. The Episcopal Methodists have a church and parsonage and a good organ. Both of these denominations have resident pastors. The Presbyterians have a resident minister. The latter, as well as the Church of England, both intend the erection of churches this summer. A literary society has regular weekly meetings. The Masons and Odd Fellows have each an organised lodge. A substantial brick school house accommodates the children. The town has two good hotels, the Riverside and Ward's. The best of brick-clay, limestone and sand abound here, showing it to be favored in its building material, and the number of neat brick dwellings attest its cheapness. Its citizens are thrifty, industrious, intelligent and progressive. They are largely from Ontario. The country west of Morris is a rich prairie, well drained by the Scratching River. Two years ago less than a half dozen buildings marked this location. Such towns as these and others show how rapidly this new Prairie Province is developing.

Besides these settlements in Manitoba, there are many new ones starting up at the Government and H. B. Company's posts, and other naturally good points along the Saskatchewan and its tributaries, as well as at interior points. At present there are, Battleford, the new capital of the north-western territory, Forts Carlton, Pitt, and Edmonton, also St. Albert, all on the Saskatchewan. At the latter a fine steam saw, flour and grist mill is proving a perfect mine of wealth to its owner.

THE POPULATION OF MANITOBA may be safely put down at 36,000 to 40,000. No census having been taken for several years, it is hard to say with accuracy; but it is not less than the first, nor more than the second number.

NAVIGATION.

The modern advance of civilization differs in many respects from the old in requiring some avenue of entrance and communication in which steam can be employed as the advancing and home connecting power, in fact, no settlement now-a-days becomes a fixed fact, a real abiding force, until, like the Altar fires of the ancients, the smoke and breath and the loud toned voice of the steam engine is seen and



CANADIAN PACIFIC RAILWAY OFFICE. See Page 16.

heard by the pioneer, like the voice of the good angel, the echoes of the far off homeland. Its companionship has become a necessity to the settler. He must see and feel the inspiring influence of its great strong untiring air, either in the mill, locomotive or steamboat, else his sense of isolation will depress him. Energy, enterprise and rosy hope will lose their inspiring influence the very moment his simplest physical necessities are supplied, unless he can receive his daily inspiration which the knowledge of the near presence of this great fiery

ANGEL OF PROGRESS

gives him. He must have it either from some mill in sight or see the flying locomotive or swift gliding steamboat in its season. In some way he must feel its presence and in his loneliness have its companionship. Plain, monotonous and almost stolid as to the uninitiated—the frontier settler's life may seem, he is really the most imaginative of men. By his isolation from neighbors or active communities he is left largely to his own thoughts, and the opportunities which his very surroundings give him, a great impetus and give birth to plans of future developments. But he sees so much to do, so much that must be done before his ideas can reach near or even distant fruition that he is apt to give it up as impossible, if he did not see and feel that the untiring

friend of all his hopes was near him and his. There is not a whistle of a locomotive or a steamboat that sounds across the prairies or through the forests of the land, but that cheers some seemingly lonely soul with its inspiring sound; telling him to hurry, for close behind, come neighbors, schools, churches and markets for all he can produce, which will secure him independence and fulfillment of that desire natural to the hearts of all true men, viz: complete self-ownership. There is not a single click of the telegraph in any of the little wayside stations, even in the most seemingly out of the way places that does not enter into and become a part of the pulsation of progress. It was truly said centuries ago that man does not live and develop by bread alone. Of no class is this more true than the Pioneer. This great fact was truly shown in the development of this Province. For 50 years and more all the progress that had been made, was only advanced to the semi-nomadic or hunting state, or at most, to a partially pastoral condition. Although the All-Wise had laid out the great water courses, the ready highways of navigation, all through this great northwest it was not until the summer of 1859 that the civilizing angel

EMBODIED IN STEAM

first visited the Province, coming down the Red River from the States,

in the shape of the steamboat "Annon Northup". The only motive power invoked heretofore to aid man, was wind millia. The engines and machinery for this boat were brought across the State of Minnesota the previous winter from the Upper Mississippi above the Falls of St. Anthony, where Minneapolis now is. The lumber for her hull and upper works was saved out by one of her engines where she was built on the banks of the Red River in Minnesota.

A GREAT BOUND OF JOY

filled the heart of the settlers, both half breeds and whites at her appearance. The great want of the human heart and mind was satisfied and a desire filled the hearts of both the civilized white and the semi-civilized half breed, to be connected with the great, progressive, civilized world of mankind, developed a yearning that never was satisfied, until the after years gave them a regular communication with the pulsations of that greater, higher and better world from which they had so long been separated and so desired to know. Although that boat continued to make irregular trips that season, she was accidentally sunk the following year. Steam navigation on this river lacked a connecting link, at that time, of nearly 800 miles. The boat was never raised and repaired, but her engines and machinery were taken out and one of her engines was put in a mill that is still doing good service in the Province. It was not until 1873 when this missing link was supplied, by the building of the Northern Pacific Railway from Duluth on Lake Superior, to the Red River, that steam navigation began to run with much regularity.

Since then the number of boats has steadily increased until there are now, in the waters of the Province and its tributary trade,

A FLEET OF SEVENTEEN STEAMERS.
They are the International, Manitoba, Dakota, Silkirk, Minnesota and fourteen barges of 1500 tons capacity of the Kitson or Red River Transportation Co., which will run from the Northern Pacific Railway, crossing the Red River at Fargo, and from Fisher's Landing, on the Red Lake River, the terminus of a branch of the St. Paul & Pacific railway, on that river, down the Red to Manitoba. The steamer "Grandin," an independent boat, owned by the Great Grandin Farm, on the Red River, 30 miles below or north of Fargo. The above are American boats—and the "Alpha" and "Cheyenne," of the Winnipeg and Western Transportation Co., running in the Assiniboine and lower Red River, together with the Swallow, Prince Rupert, Keswatin, Ellen and a new boat just building, which will also run in the lower Red. These are Canadian boats, while a boat is nearly finished to run on Lake Manitoba.

PROPELLOR "COLVILLE,"

that runs up Lake Winnipeg to their various posts and forms a connection at the mouth of the Saskatchewan with their two river steamers, the Northote and Lilly, the latter a steel hull. These two boats are the beginning of a regular line by the latter river. Beside the above named boats two other boats have been built, one for the Red River called the "Maggie," now used as a barge and the "Chief Commissioner," for the lake trade; the latter's model being defective, she is now doing duty as a river wharf boat. So that in all there are and have been some 19 steam-

ers in these waters. The regular passenger steamers of the these lines are models of beauty, speed and comfort, with officers who are gentlemen as well as thorough and experienced boatmen.

The Red River has 600 miles of continuous navigation, though by land direct, such being the tortuous course of that stream, the terminal points could be made in about 300 miles. Besides there are some 75 miles navigation the season through up the Red Lake River. Below the junction of these two streams there are no obstructions to the navigation of the Red River, except at extremely low water, there being one or two troublesome places above Winnipeg and two below. These places being all in the Province and easily remedied, they will no doubt soon receive the attention of the Dominion Government. On the Red River above the Red Lake River are a few places troublesome at low water but as the United States Government is already at work removing these difficulties, it is only a matter of short time, when navigation on this river from the Northern Pacific railway crossing, down into the Province at any rate, will be free from any obstruction at any stage of water yet known in the river.

As said elsewhere the course of the

ASSINIBOINE

through the Province is to the west, and so continues for some distance beyond its borders on and into the Northwest Territory, when it turns almost directly north. Its entire length is some 800 miles.

There could very easily be made some 600 miles of navigation through the season on this stream with some very slight improvements. The most difficult place is 30 miles up from its juncture with the Red River, which can be easily and cheaply remedied, so that navigation could be carried up some 300 miles of river distance, as it is now during the high or spring stage of water. This improvement would greatly benefit the Province, as the settlements are almost continuous for the first 100 miles from its mouth. In its Northwest course through the Province it makes a sharp bend to the North, so that, with some 9 miles of easy towing, navigation could be opened by this River and Canal through Lakes Manitoba and Winnipegosis to the Saskatchewan, above the Rapids and so to the Rocky Mountains. That this will be done, is only a question of time. About 75 miles up from where the Assiniboine turns to the North, the Qu'Appelle River enters it; its course is mostly westerly and extends almost to the South branch of the Saskatchewan. The project of uniting these two streams is already broached (the distance between them being only a few miles,) and entirely feasible. The Qu'Appelle must be fully as long as the Assiniboine. Its valley is one of great beauty and fertility, and quite well wooded most of its length. It frequently enlarges into considerable lakes, which are filled with the finest fish, among which are found the chadde white fish in great numbers.

At or very near the mouth of the Saskatchewan, are rapids known as the "Grand Rapids," that extend some two and a half to three miles, with a total fall of 43½ feet. These are not continuous but in series or sections, hence easy of improvement by a system of locks, which will doubtless in a few years be built by the Canadian

Government, as the stretch of navigation above them in this river is too considerable, aggregating fully 2,500 miles.

The H. B. Company have built a railway some four miles in length around these rapids. As yet the

H. B. COMPANY'S STEAMERS

on the lake and the Saskatchewan carry only the officials or the employees of that company and their own freight, but I think I hazard nothing in saying that the great additional outlay in building this railway, putting on cars, etc. is not simply for the transportation of their own business, large as it is, but is rather preliminary to the

OPENING OF THAT ROUTE

to general travel and transportation, which cannot fall of rapidly growing to a trade of great profit. This river as its name implies, viz: "Rapid Running River," is not to be compared with that of the Mississippi or Red Rivers. For between the head of uninterrupted navigation of the Mississippi at St. Paul and the Gulf of Mexico—a river distance of 2,300 miles—the fall is only 900 feet, and of the Red from the Northern Pacific to Winnipeg, a channel distance of 500 miles, the fall is but 170 feet; while in the Saskatchewan from Edmonton to Lake Winnipeg, 1,200 miles by river the fall is 1,788 feet, or three times the rapidity of the Mississippi or Red River currents. The Missouri River is more like it, still in the upper Missouri, above Blismark, the present western terminus of the Northern Pacific, the most rapid point of that river and up the Yellowstone River,

TWENTY-SEVEN STEAMERS

have been regularly running this season, so there is no doubt but that both branches of the Saskatchewan will soon be open to navigation as the north or lesser branch now is. I neglected to say that this river is one stream for some 450 miles from its mouth before it divides into its two branches. To give a better comprehensive idea of the size of this stream, I would say that taking the length of the main stream and its two branches together it is only some 350 miles shorter than the Nile. A word as to the steamers on this

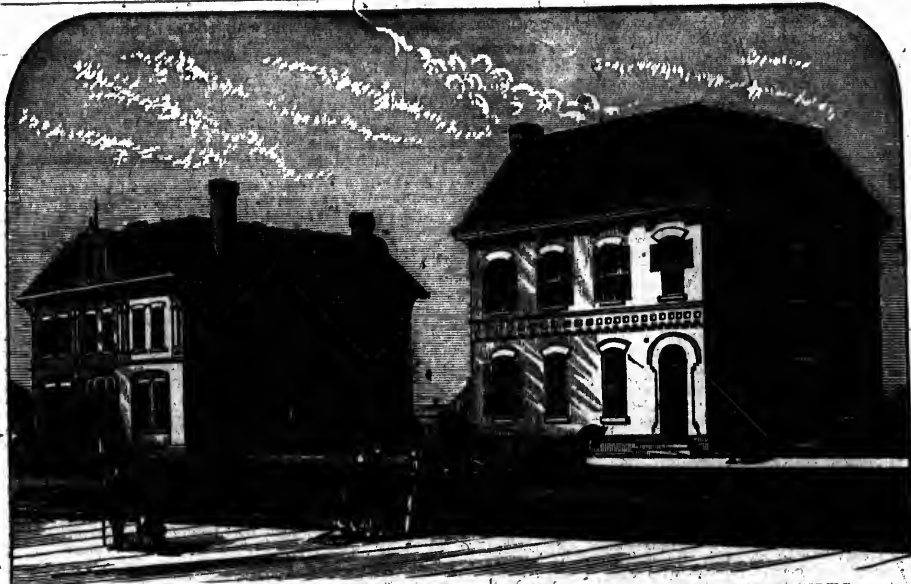
RIVER AND LAKE ROUTE

from Winnipeg. The Colville is a new and very staunch propeller, built more like an immense tug or small ocean steamer, than like the propellers of the great lakes. Her usual time from Grand Rapids, at the Saskatchewan, some 50 miles south of the foot or outlet of the lake to the "lower fort," some 20 miles below Winnipeg, a full 275 miles including all stoppages at the H. B. Company's posts on the lake, is 39 hours. The "Northote" made her first run this spring from above the Grand Rapids to Fort Edmonton and return, with a full cargo both ways in 30 days, a full river distance of 2,500 miles. This I presume was only daylight running.

It was my good fortune to be one of a large excursion party on the steamer "Manitoba," that left Winnipeg on the evening of the 3d of July, 1877 went down Red River to Lake Winnipeg, and returned next morning. The Manitoba was the first passenger boat that ever entered its waters. I will waive saying anything here of the thoughts that filled my mind during the time so spent. It was also my privilege to see a few days after,

THE FIRST REGATTA

ever held in the waters of the Province. The starting and winning stakes were



DOMINION CUSTOM HOUSE WINNIPEG.

DOMINION LAND OFFICE, WINNIPEG.

See page 17.

on the south bank of the Assiniboine at its junction with the Red River, the site of old Fort La Rouge. It too, like the excursion was a success.

Simultaneously with the connection of the Province with the outer world by steam, came also the connection by telegraph. Fort Edmonton is now in connection with New York, London and Paris by telegraph.

Thus was 1872 made a

RED LETTER YEAR

in the annals of Manitoba. The greatest practical, and the subtlest forces in human control, the annihilators of space and time, came with many other it as the especial one in which, full harnessed in the train of human progress, Manitoba and her dependencies entered the arena of progressive, civilized life, to engage henceforth with the most favored of her competitors in the

STRUGGLE FOR EMPIRE.

Taking the present 600 miles of navigation on the Red River, the 100 miles on the Red Lake River, about 300 miles at present utilized on the Assiniboine, 300 miles on Lake Winnipeg and 2,500 miles on the Saskatchewan, makes in one system, a line of some 3800 miles of continuous navigation, in which, as before said, there is to-day a fleet of seventeen steamers with their accompanying barges.

RED RIVER AND LAKE SUPERIOR CANAL.

By means of easy improvement in the Red Lake River—an eastern tributary, in the States, of the Red, which at its junction is much the largest stream—by dams and slack water, with an artificial canal of only 60 miles, can this present 3800 miles, and possibly 4800 miles, of navigation be connected with

LAKE AND OCEAN NAVIGATION at Duluth, Minn., on Lake Superior, thus affording a continuous water connection with the seaboard at Montreal, by the Welland and St. Lawrence Canals, and by the Erie Canal from Buffalo, N. Y., to New York City. The distance from the Red River to Lake Superior by this connecting link is about the same as the Erie Canal, while the lockage will be less. That this improvement will soon be made there is no doubt. Arrangements are quite completed to make this year a practical survey, a preliminary one having already been made. Its construction will be

A NECESSITY.

by the time it can be built, even if construction were begun at once, for the area of which it would be the outlet, both in the States and Canada, is immense. By it wheat can be taken from any Red River point to Duluth at 6 cents per bushel, and from Duluth to New York City or Montreal at 8 cents per bushel, of wheat and flour respectively from Duluth to Liverpool (England) for 18 cents per bushel; 90 cents per barrel. These are perfectly safe estimates for through rates (as present rates are very near it) when the enlargements now being made, in the Saint Mary Canal, connecting Lakes Superior and Huron and the Welland and St. Lawrence River systems of canals, connecting

THE GREAT LAKES WITH THE OCEAN, are finished, as they soon will be, even before the Red Lake River Canal could be built, even if work was at once begun on it. Then, again, there is another possible route for this great inland system of navigation by the River Nelson, the outlet of Lake Winnipeg to and

THROUGH HUDSON'S BAY.

Long as this article on Navigation is, I deem it of the greatest importance, for

experience demonstrates, beyond question, that for long distances, at least, rail transportation as against water bears no comparison. Water ways, not railways, are the

FARMER'S FRIENDS.

Every cent saved on the transportation of a bushel of wheat adds a practical value of at least \$2 per acre to his land; that is, taking the product of wheat at the low average in this latitude of 20 bushels per acre, each cent per bushel saved in transportation is 10 per cent interest on \$2 per acre. Take a saving of 5, 10 or 15 cents per bushel over present or possible rail rates for the same distance to Lake Superior and see how practical real values of farm lands are increased. Verily, as aforesaid, for the farmer great is a good system of navigation, and no section of equal area

ON THE GLOBE

has such a complete and thorough system of navigation (extending to its very remotest limits, and all harmonious in two systems, almost every mile of which is through a garden of fertility and a climate the perfection of healthfulness) as the Canadian North-west.

I say two systems, for I have made no especial mention of the great Mackenzie River system, formed of the Athabasca, Peace, Slave and the Mackenzie itself, which is of an equal, if not a greater, number of navigable miles; beside there are other large rivers and lakes.

The Mackenzie having an Arctic outlet, the navigation of this system will doubtless come up its two principal southern tributaries, the Athabasca and Peace, whose valleys at no distant day will be connected with the Winnipeg system by railways, most likely by the Canadian Pacific Railway; though its present location is a little south of the warm, fertile valleys of the last two

streams. But it is at least probable that this railway when constructed, west from Manitoba to the Pacific, will cross these valleys at points where their navigation will be made tributary, thus will the two great navigation systems be united.

RAILWAYS.

Early in December, 1878, the first railway train crossed the southern boundary of Manitoba, and a junction was formed with the Pembina or southern branch of the Canadian Pacific Railway, on which the steel rails were already laid from the main line some 90 miles north. The railway thus completing the connection of this great Canadian Northwest with the entire railway system of the Continent, was the.

SAINT PAUL AND PACIFIC RAILWAY, which is the only one built to Manitoba. This great corporation, now operating 574 miles, with an additional 100 miles under construction, has for the past year or so been under the control of Canadian parties associated with Minnesota capitalists and local managers, under whose management it has achieved to new life. They have passed fully 300 miles of its construction the past year with great vigor. It is 430 miles from the international boundary line to St. Paul, Minnesota, where connection is made with the Chicago and Milwaukee railways, over which direct connections are made with all Canadian railways at Detroit. Among others of the twelve routes centering at St. Paul is the St. Paul and Duluth Railway to Lake Superior at Duluth. One hundred and fifty-eight miles south of the boundary, at Glyn-don, Minnesota, it crosses the Northern Pacific. No better passenger cars and sleepers will be found on any railway from the seaboard cities than those which the St. P. & P. Rv. furnishes its passengers. It is 64 miles from the boundary line to Winnipeg, or 484 miles from St. Paul to Winnipeg. The through running time between these points will be from 20 to 24 hours. Through tickets to Winnipeg over the St. P. & P. can be obtained at all leading railway points in Canada and the United States.

Soon Manitoba will be the center-gem in the developed States or Provinces, that will be strung along the line of the

CANADIAN PACIFIC RAILWAY.

From information kindly given me by James H. Rowan Esq., the engineer in charge of the Central offices and construction in Winnipeg, and from the report on the surveys, etc., by the Chief Engineer, Sandford Fleming Esq., to the Dominion Parliament, I obtain the following items of this

GREAT ENTERPRISE:

The first money appropriated by the Dominion Parliament for the surveys etc., was in the session of 1871. The eastern terminus of the line is fixed at Lake Nipissing, the source of French River, situated about east from the northeast corner of Lake Huron into which French River empties. From Lake Nipissing west, the line is projected to go north of Lake Superior, crossing the Red River at or near Winnipeg, passing into and up the valley of the north branch of the Saskatchewan, past Battleford and Fort Edmonton through the yellow head pass at Jasper House and so down the Rocky

Mountains to the Pacific, either at Bute or Burrard Inlet. From

LAKE NIPISSING EAST,

connection will be made by the Canadian Central Railway (a subsidized line) to Ottawa, Montreal, etc., and by a railway north from Toronto. Both of these lines are being rapidly built and during the year they will both doubtless reach their western terminus at Lake Nipissing.

THE DISTANCE

from Lake Nipissing by the route above given to the Pacific at Burrard Inlet is 2,500 miles, or to Bute Inlet, 2,600 miles.

THE MAIN LINE

has three branches or spurs; the most easterly being west from Lake Nipissing to the mouth of French River on Lake Huron, the second one to the waters of Lake Superior at Thunder Bay, almost half the distance of that Lake from east to west and on its northern shore. The third being also south, by the valley of the Red River on its eastern side to the north boundary of the United States, where it connects with the St. Paul and Pacific Railway, and by this Railway, is the Canadian Pacific at present connected with the railway system of the States. On the surveys of this railway over \$3,000,000 have already been expended. Desiring to get the very best location over this route, the surveys have been most thorough. From the time of the first surveys in 1871, to December 1878, there have been over 46,000 miles of survey and observations made, over 12,000 miles being measured yard by yard.

THE WHOLE LINE

may be said to be practically located, though not officially as yet determined on. The profile of the line, 2,300 miles west from Thunder Bay to the Pacific, shows the greatest summit on the line at Yellowhead Pass, to be only 3,645 feet above the sea. While the summit on the Union and Central Pacific Line in the States, shows going west, four summits of 3,242 feet, 7,337 feet, 6,118 feet, and 7,017 feet, respectively. The highest point is of a lower elevation than from any point on the U. P. or C. P. Railway, from the North Platte to a little east of Sacramento, California; with an average of only 2,200 feet for the same distance on the U. P. & C. P. line in the States.

The 1,300 miles from Thunder Bay to Edmonton on the Saskatchewan are officially located. It is 410 miles from Thunder Bay to Red River, of which distance 113 miles at each end is nearly finished, the remaining 184 miles having just been contracted for, to be done in two years. Steel rails with the necessary fish plates, bolts and spikes are already paid for and delivered at Thunder Bay and Winnipeg, besides a considerable quantity of the same, has been delivered on the Pacific coast.

THE WORK OF CONSTRUCTION

was begun during the summer of 1875, at Thunder Bay and Winnipeg, both grading and track laying. The cars are running on the Pembina branch, 90 miles, there connecting with the St. Paul & Pacific Railway, and fully 230 miles on the Red River and Thunder Bay ends. This 184 miles embraces a great deal of rock cutting and bridging, in fact, it is the most difficult part of the entire line save portions in the Rocky Mountains. The

construction of this railway also carries with, and as a part of it

A LINE OF TELEGRAPH,

which is all under contract and construction, from Thunder Bay through to the Pacific. The wire is all furnished, paid for and delivered. It is finished from Thunder Bay west to Fort Edmonton, and is now in operation.

A word here as to the construction of the Telegraph, may give a better idea of what a work it is when it is known that a part of the contract of building the Line, is to cut down and burn all timber, when it passes through timber, to the width of 182 feet. It is mainly a timber country along the line from Winnipeg to Thunder Bay.

This Railway is backed by a large Land Grant and a very liberal Government subsidy. Does any one doubt that in this nineteenth century, a railway of such easy grades, through a country combining either such fertile soil or mineral wealth along its entire extent, will ever be built—on a line too, probably the most perfectly surveyed of any yet attempted; or that it can be operated at a profit, when the heavy grad, a great snow fall &c., of that successful wonder, the Union and Central Pacific Railway are, and have been paying so largely?

It is the well known

IMPERIAL DEMAND

of the English Government, as well as the entire British trade policy to have all its avenues of commerce either under its own flag, or where it can protect and defend the same. The garrisons of Gibraltar, Malta, Cyprus, and many other points are held and maintained for commercial purposes as also so was the recent purchase of the Suez Canal stock. The Pacific Railway of Canada gives the shortest rail, and ocean terminal distances and lowest grades of any of the American Pacific routes and the sooner the people of the States make up their mind to the fact of its speedy building, (proposals for constructing the entire line have already been advertised for) and endeavor to build competing lines, or put themselves in favorable connection with it, the wiser will they act.

The construction and successful operation of the Union and Central Pacific railways in the States has demonstrated beyond question that for the English trade with China, Japan, etc., its proper route is by rail across this continent. This is especially so when viewed the present commercial factor is taken into consideration. The Canadian Pacific will shorten present distances fully 1500 miles and, as aforesaid, by it their commerce can be kept under their own flag. It is an error to look upon this great undertaking as simply the enterprise of a comparatively small Dominion of some 4,000,000 people, for its construction and operation is harmonious with both the government and mercantile policy of

THE GREAT BRITISH EMPIRE

Beside, along its line is opened up a most desirable country for settlement, thus affording a safe and easy solution of a question that at present lays close and heavy upon both the thoughtful English statesman and citizen, viz: How to hold and at the same time provide for their surplus population.

THE SIX GOVERNMENT OFFICES

of so many different departments of the Dominion Government as are represented in the province, make the following exhibits, all of which show a cheering increase from year to year.

A word of explanation. I would here give in regard to the Dominion Savings Bank, and that is that there are none save at such points as they have Deputy Receiver Generals, which are usually in connection with the Dominion land offices. I would also here take the opportunity to note what a difference it makes in public officers, whether their continuance in such office is for an uncertain time, depending upon the re-election of their member of congress or senator, or the influence he may have after he gets there, as in the United States, where appointments are made wholly for political reasons; or as it is in Canada, where they are made for life or good behaviour, and where efficiency, diligence and courtesy form the reasons for their continued retention and advancement. I have yet to meet the first Dominion or Provincial official, who was not at least, officially a gentleman.

THE CUSTOMS DEPARTMENT of Manitoba makes the following exhibit:

"Manitoba was admitted into the confederation of the Dominion of Canada on the 15th of July, 1870. The new Custom House was completed in the autumn of 1875 and occupied in April following. The following are the present officers: G. B. Spencer, collector; John Emblee, chief clerk; G. H. Young, C. N. Bell, clerks; C. U. Lindsay, appraiser; B. I. Jones, G. D. McVicar, landing waiters.

Out-post at North Pembina, F. T. Bradley, deputy collector; Wm. Mills, landing water and clerk; and E. G. Simcox.

Out-post at York Factory, Hudson Bay, Joseph Fortescue, deputy collector.

Out-post opposite Smagler Point, N. T. W. P. Leslie, preventive officer. The above out-posts are under the survey of the collector of customs, Port of Winnipeg. The old Assiniboine tariff of 4 per cent ad valorem, and 25 cents per gallon on ale, wine and spirits, was continued in force till the 30th June, 1874, subsequent to that date the Dominion tariff of 17 1/2 per cent, ad valorem, on general goods and on spirits of \$1.50 per imperial gallon etc., has been in force. All goods imported from Great Britain, pay the same rate of duty as from any foreign country.

Below find statement of the ad valorem value of goods annually imported into this Province, and the duty collected thereon; between the 15th July 1870 and the 30th June 1873, and each subsequent year except that of 1877:

Year	Duty thereon
To 30th June, 71, 8 years... \$1,200,000	\$47,250.00
To 30th June, 72, 1 year... 1,500,000.00	50,075.00
To 30th June, 73, 1 year... 1,500,000.00	57,475.00
To 30th June, 74, 1 year... 1,500,000.00	57,475.00
To 30th June, 75, 1 year... 1,500,000.00	171,490.00
To 30th June, 76, 1 year... 1,750,000.00	200,045.00
To 30th June, 77, 1 year... 1,510,000.00	193,465.00
To 30th June, 78, 1 year... 1,711,000.00	220,210.00
To 31st Dec., 78, 8 months... 1,000,000.00	112,500.00

The above is exclusive of duty paid on goods received from the other Provinces of the Dominion.

REPORTS TO WOMAN COUNCILS

For year ending 30th June, 1876.....	\$125,000.00
For year ending 30th June, 1877.....	201,000.00
For year ending 30th June, 1878.....	197,750.00
For year ending 30th June, 1879.....	200,000.00

For year ending 30th June, 1876.....	770,000.00
For year ending 30th June, 1877.....	853,010.00
For year ending 30th June, 1878.....	738,000.00
For 3 mos. ending 31st Dec., 1878.....	266,127.00

Large quantities of furs are now sent to Canadian markets, and so do not appear in the regular exports, but wheat, etc., is taking the place of the fur, which accounts for the total value of exports remaining about the same.

A rough series of statistics kept in this office gives the following as the value of goods brought here from other parts of Canada:

For 1 year ending 30th June, 1875... &	227,774.00
For 1 year ending 30th June, 1876.....	1,374,311.00

The latter table shows the growth of interprovincial trade. Their current year, from July 1, 1878, to July 1, 1879, shows to date, March 1st, a large increase over last year.

Navigation is still kept up by the Hudson Bay Co. in Hudson's Bay (Arctic Ocean), some five vessels per year coming in there, but as the out port of York Factory, at the mouth of Nelson River (the outlet of Lake Winnipeg), is the only port there, in the Winnipeg Customs District, I can



ENGINE AND HOOK AND LADDER HOUSE. See Page 28.

only give the figures from there. Its exports, furs mostly, are about \$90,000 to \$100,000, and imports, of course, much less.

The following is a statement of the business, officers, and opportunities offered by the

DOMINION LAND DEPARTMENT, in Manitoba and the Northwest:

The Dominion land office, Winnipeg, was erected in the summer of 1876 for the accommodation of the government offices for the survey and granting of the lands in the Northwest Territories.

These lands are under the control of a special branch of the Department of the Interior. The Rt. Hon. Sir John A. McDonald, Premier and Minister of the Interior, being the responsible head, and L. J. Russell, Surveyor General, chief of the branch, charged with the survey, settlement and management of all lands vested in the Dominion Government.

The offices at Winnipeg, with branch offices at Emerson, Portage La Prairie, Little Saskatchewan and Pembina Mountain, have the disposal of these lands, each being in charge of an agent and the following staff:

Winnipeg, Donald Codd, agent of Dom. Lands, A. J. Belch, asst. agent of Dom. Lands, Roger Goulet, local

agent, do: Portage La Prairie, Augustus Mills, do; Emerson, George Newcomb, do; Pembina Mountain, H. Landerkin, do; Little Saskatchewan, Alex. Jaffray, do; G. F. Newcomb and A. Nesbit, timber inspectors; Winnipeg office, R. H. Hunter, accountant, M. Wood, A. Sabine and A. E. Fisher, clerks, and H. Powell, messenger.

The survey office, also accommodated in the same building, is in charge of Mr. A. D. Whiteber, D. L. S. inspector of surveys, assisted by C. D. Blockards, draughtsman.

The Dominion Land Office was created by act of Parliament passed on the 14th of April, 1873, and the office at Winnipeg was opened in the following summer. Since that time the following lands have been taken up:

Year	From establishment of Dominion Land Office, at Winnipeg, to Oct. 31st, 1878.
Homesteads	No. of Acres.
Pre-emption	No. of Acres.
Sales	No. of Acres.
M. P. Warrants	No. of Acres.
Forest tree Cultivators	No. of Acres.
Grand total.	

Showing a gain of over 50 per cent from 1877.

The above table does not include the 1,400,000 acres allotted to the half-breeds, under Manitoba act, which have already been made.

When it is considered that the total area of the lands known to be fit for cultivation is estimated at 875,184,000 acres, of which 10,000,000 acres are already surveyed, it will be seen that the amount taken up is comparatively trifling.

The Dominion Homestead law is of the most liberal character. Every actual settler is entitled to enter one quarter section of 160 acres as a homestead, for which he receives a patent on proof of three years residence and cultivation.

He may at the same time enter by pre-emption any adjacent quarter section, the patent for which will issue to him on payment of \$1.00 per acre, when he has completed his homestead duties and he may enter a quarter section for forest tree cultivation and obtain a Tree Patent for it at the expiration of six years, on proof of having planted ten acres of trees during four years subsequent to the year of entry.

Even more liberal terms than the above can be made with the approval of the Minister of the Interior in case of immigrants who come in communities, or under the auspices of societies, &c. &c.

The ordinary Dominion Lands are open for sale at the rate of one dollar per acre, payable in cash, script or military bounty warrants.

Statement showing total surveys of land disposed of since the establishment of the Dominion Land Office, at Winnipeg, to Oct. 31st, 1878.

POST OFFICE

The following is an exhibit of the Post Office business for Manitoba:

The postal service in Manitoba was assimilated with the postal service in the other provinces of the Dominion in the year 1871.

There are now in Manitoba and Northwest Territories 67 post offices, which are supplied by 1488 miles of mail route, the annual travel of the mail being 84,488 miles.

The postal revenue is about \$15,000 per annum, of which \$10,000 is collected in Winnipeg.

Closed bags are made up daily and received daily from Ontario, Canada. Mails are also exchanged daily to and from the United States, by railway.

The money orders issued in Winnipeg yearly amount to about \$45,000; and the money orders paid to about \$40,000. The total issued and paid being about \$85,000.

The staff of the Winnipeg post office consists of William Hargrave, Postmaster; J. O. Poltras, Charles Desormier, L. O. Borget and John Cowan, Clerks.

There is a mail once in every three weeks between Winnipeg and Edmonton, at the foot of the Rocky Mountains, a distance of 1060 miles, which supplies nine post offices in the Northwest Territory.

The service which was established in August, 1876, has been performed by the contractor, the Hon. James McKay, with great regularity. The trip from Winnipeg to Edmonton and back occupies about six weeks. The bags are carried by wagon in summer and dog teams in winter. A very large correspondence is carried over this route. By this contract for the present, at least, will the official correspondence for the new government offices at Battleford have to be carried. A special and more frequent route from Winnipeg to that place will doubtless soon be let.

THE RECEIVER GENERAL

has his Headquarters at Ottawa, and office at Winnipeg, in the postoffice building.

The office is in charge of H. M. Drummond, Acting Asst. Sec. Gen'l and Dominion Auditor.

This gentleman is also an officer of the Audit and Savings Bank Department, all of which are carried on in the same office.

The Receiving Office is for the issuance and redemption of Dominion notes, like the U. S. Greenbacks—also for the receiving and payment of Dominion moneys in this official department for construction of the Canada Pacific Railway, and other government expenses, such as salaries, etc. The money received amounting to about \$750,000 from customs, sales of Dominion lands, etc., and the payment, as above, amounting to some \$1,500,000 per annum.

The

AUDIT OFFICE

is for the auditing of all government payments in Manitoba and the Northwest Territory.

The

SAVINGS BANK DEPARTMENT

receives moneys from private individuals, on which it allows interest at the rate of 4 per cent per annum, subject to call. Since the establishment of this bank by the Government, three other leading banks of the Dominion have established branches in Winnipeg, which allow five per cent on small sums and six per cent on large amounts and who have it must be ad-



MISSION OF ST. BONIFACE. 400 pps. 10.

mitted large savings accounts; still the old parent Government Savings Bank is so far, over last year, showing a large increase.

THE ECCLESIASTIC AND EDUCATIONAL

privileges of this Province are a matter of surprise to most visitors. The work of the church here, both Catholic and Protestant is especially apparent, and the showing of successful results, is an index that it is and has been in judicious and energetic hands. The foundation of both the Church and School are laid surprisingly broad for so young a Province, as the following list and exhibit of work done will show.

The first church represented here was the Catholic, they having started a mission here as early as 1818, although priests of that church had been here some 75 years before. Their first Cathedral, which had two towers or spires, was burned but was rebuilt of much larger size, but with only a central tower. Some 35 years since, John G. Whittier, the Quaker poet of Massachusetts, visited this mission, and its peaceful, quiet surroundings, seemed to have impressed him much as it did me, as over it the Angel of Rest of a better and truer life seems constantly to spread her pinions. After his return he wrote the following lines, in part suggested by its beautiful chime of bells which it still has:

"Out and in the river is winding
The links of its long, red chain,
Through bells of dusky pine-land
And gusty leagues of plain.

Only, as time, a smoke wreath
With the lifting cloud-catch joins—
The smoke of the hunting lodges
Of the wild Assiniboins.

Drearily blows the north-wind
From the land of ice and snow;
The eyes that look are weary,
And heavy the hands that row.

And with one foot on the water,
And one upon the shore,
The Angel of Shadow gives warning
That day shall be no more.

Is it the clang of wild goose?
Is it the Indian's yell,
That leads to the voices of the north-wind
The tones of a far-off-bell?

The voyageur smiles as he listens
To the sound that grows apace;
Well he knows the ringing
Of the bells of St. Boniface.

The bells of the Roman Mission,
That call from their turret twin,
To the boatman on the river,
To the hunter on the plain!

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

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

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

Of Bishop Tache, the Archbishop of this great domain, who resides at this Mission; much, very much might be said. His travels, labors and ministry have been extensive, and acceptable, still a few words of the Psalmist, will better express him—as he is, than any words of mine. "The steps of a good man are ordered by the Lord; and he delighteth in his way. Mark the perfect man, and behold the upright; for the end of that man is peace." And so it seems to be with him, in the peaceful air of this Mission, which,



ST. JOHN'S COLLEGE—BOYS SCHOOL.

with his kindly, genial way, seems to make the above quoted words, particularly appropriate, and to cause one to sincerely wish that "his days may be long in the land, which the Lord his God hath given him."

NOTES ON ST. BONIFACE.

The Red River country, Province of Manitoba, was discovered by French Canadians. Sieur Varennes de la Verandrye, born at Three Rivers, Lower Canada, organized an expedition, at his own expense, in 1784, and traveled through the country, from Lake Superior to Rainy Lake, thence to the Lake of the Woods and down Winnipeg River, to the lake of the same name; up the river to the mouth of the Assiniboine, where he built Fort Rouge, on the point south of the river Assiniboine, almost opposite the actual Fort Garry.

Mon. de la Verandrye, like all the discoverers of the time, had a missionary with him, and Rev. Father Messager was the first minister of the gospel known as having visited this part of our continent.

Mon. de la Verandrye was accompanied by three of his sons. One of them was murdered with his party and their missionary, Rev. Father Arnaud, by the Sioux, on Lake St. Croix, between Rainy Lake and Lake Superior. Two other sons of the old gentleman discovered the upper Missouri, from the Yellowstone. Accompanied by two servants, they crossed the country and were the first white men who saw and ascended the Rocky Mountains, north of the Missouri. The same gentlemen discovered the north branch of the Saskatchewan in its full length.

The conquest of Canada by England, put a stop, for a long period, to a regular French Canadian expedition in the wilderness of the northwest. The missionaries themselves, had to abandon the country. The work of the Roman Catholic missionaries was resumed in 1818. Lord Selkirk, anxious to secure for his colony of Assiniboine, the co-operation of the French Canadians disseminated in the country, requested of the Bishop of Quebec, the services of two priests. The Rev. J. N. Provencher and Severo Dumoulin, both French Canadian priests of the diocese of Quebec, were asked by their Bishop for the important and difficult task. They willingly accepted the proposal, started in birch canoes from Montreal, and landed at Point

Douglas, now Winnipeg, on the 16th of July, 1818. They soon after crossed the river, and began the settlement of St. Boniface. The name, that of the Apostle of Germany, was given to the settlement as a compliment to the Catholic German soldiers, who had accompanied Lord Selkirk, and who were located around Point St. Boniface.

Rev. Mr. Dumoulin went to Pambina, where there was, at the time, a large settlement of French Canadian half-breeds, who left in 1824, to establish the settlement of St. Francois Xavier, on the Assiniboine river.

Rev. Mr. Provencher remained in St. Boniface until his death, which occurred on the 7th of June, 1855. He was consecrated bishop in 1833, and consequently, was thirty-three years Bishop of St. Boniface. He sent missionaries to the Saskatchewan country, to Athabaska, British Columbia and Oregon. The establishment of St. Boniface may be considered as the mother of many missions, the head-quarters of the immense field which extends to the Pacific and Arctic oceans.

Bishop Provencher began the College of St. Boniface in his own house, and he, himself, all his lifetime, united the teaching of children with his numerous and important occupations. The same bishop established the convent of St. Boniface occupied by Sisters of Charity, generally known as the Grey Nuns of Montreal. The foundress of their order, Madame D'Youville, began the formation of her community at the same time that her uncle, Mon. de la Verandrye made the discovery of the country in which four of her Sisters arrived in 1844.

Although they were called upon chiefly for the instruction of youth, the Sisters have constantly exercised corporal works of mercy; take charge of the aged, infirm and orphans; visit and attend the sick.

In the course of time several branches of the same establishment were formed, and some extend to the Saskatchewan, and even to the banks of McKenzie's river, over 2,000 miles from St. Boniface.

After the death of Bishop Provencher, Bishop Tache, who had been his coadjutor, succeeded him to the See of St. Boniface. The diocese of St. Boniface, at first comprehended an immense extent of territory; it is now divided, and was created as an Arch-



ST. JOHN'S COLLEGE—LADIES SCHOOL.

diocese in 1871. Bishop Tache was, at the same time, named Archbishop.

The new ecclesiastical province of St. Boniface comprehends the archdiocese of the same name, the diocese of St. Albert, on the Saskatchewan, presided over by Bishop Grandin; the districts of Athabasca and McKenzie, under Bishops Farand and Clout, and British Columbia under Bishops d'Herbomez and Durieux.

Archbishop Tache has been in the country for 34 years, partly among the Indians of the far north and partly at St. Boniface. It is a queer circumstance that Archbishop Tache, who is by his mother, a great grand-nephew to the sixth generation of M. Varennes de la Verandry, who discovered Red River, is also, by his father, great grand-son to the sixth generation of Mr. Joliette, the celebrated discoverer of the Mississippi.

St. Boniface is nicely situated, on the east side of the Red River, opposite the Assiniboine and facing Winnipeg, which affords, from St. Boniface, a pleasant view of the rivers and of the city.

The religious houses of the locality all in a row, parallel to the river, present a pleasing scene. The site is comfortable, when viewed from the passing steamer, the view from the immediate passes, and the edifices are six in number. The college of St. Boniface is surrounded with its nice outposts, and in which 60 boys receive good education, not only in English and French, but even in classics.

The second edifice is the Archbishop's residence; a good dwelling-house, built of stone, having in front, walks planted with trees. Then comes the Cathedral; a building of beautiful stone and fine design; far superior to any church north west of St. Paul. The organ is really a beautiful instrument and such as to astonish, at such a distance from what is generally termed the limit of civilization. The organ was built in Montreal, by Mr. Mitchell, purchased by friends of Archbishop Tache, in Lower Canada, and pre-

sented to him four years ago, on the 25th anniversary of his election as bishop.

The fourth edifice, to the south on the row, is St. Boniface Academy, for young ladies. This establishment is conducted by the Sisters of Charity, in which there are over thirty boarders, and an aggregate number of eighty pupils.

Next comes the Convent of St. Boniface, where the Sisters kindly support some orphans or poor girls, aged and infirm women, whence they visit the sick at home and perform a considerable amount of other charitable and useful work.

At a few hundred yards from their residence the Sisters purchased in 1877 a nice house, where they have their hospital.

This new acquisition completes for St. Boniface a full set of educational and charitable institutions, all directed and mostly supported by the Archbishop, assisted by his clergy and the Sisters of Charity.

It is evident that the Roman Catholic church has done a great deal of work here, and that its staff spared nothing in their power for the advancement and the comfort of those within their reach.

The college boys have a splendid band of their own and the young ladies in the Academy, in the public concerts, give evidence of their good training in music.

Among the principal citizens of the beautiful village of St. Boniface are the Honorable M. A. Girard, senator of the Dominion of Canada, the Honorable J. Royal, Minister of Public Works for the Province of Manitoba, the Honorable J. Dubuc, Member of Dominion Parliament, and Mr. Thomas Spence, clerk of the Legislative Assembly.

CHURCH OF ENGLAND.

Just outside the northern limits of the city is Bishop's Court, the residence of the Bishop of Rupert's Land, the Metropolitan of the Church of England Ecclesiastical Province, of Rupert's

land. Near the Bishop's residence are St. John's Cathedral, St. John's College which is one of the colleges of the University of Manitoba; St. John's College School, for boys; and St. John's College Ladies' School. Connected with these institutions, is a valuable block of nearly one thousand acres.

The first clergyman of the English Church, the Rev. John West, came in 1830, and made here the commencement of the first church and the first school. From this beginning mainly through the efforts of the C. M. S. for the Indian tribes, aided latterly by the help of English Colonial Societies, the Church has grown so that now it consists of four Dioceses under the Bishop of Rupert's Land, Mevonaee, Saskatchewan and Athabasca.

In the Diocese of Rupert's Land there are now 27 clergymen, of whom 21 are in the Province of Manitoba. There are also 7 or 8 Missions in the interior of the Diocese in charge of catechists. There are two Church Parishes in Winnipeg—Holy Trinity, under the Rev. O. Fortin, B. A., as Rector, which has a large new church and is self supporting; and Christ Church which has also a new church but small under the Rev. Canon Grisdale, B. D., one of the clergy of the mother parish. Part of the extreme west of the city lies in the parish of St. James, which is under the Rev. D. C. Pinkham, the church being without the city. Part of the extreme North still remains in the Mother Cathedral Parish of St. John. St. John's Cathedral is a Collegiate Church under a corporation consisting at present of a Dean and Six Canons, but of these only two of the Canons have at present the required endowments. The Bishop is Dean and the endowments of other two Canons had been commenced.

The school commenced by the Rev. John West rose to importance under an able master the Rev. John Macallum, M. A., and after various vicissitudes has reached its present growth as St. John's College with its various schools.

There are a limited number of rooms for Theological students, but no rooms at present for general university students, or those that have been in the College School. But the new gardens are removed from the College School for boys, and the St. John's College Ladies' School, there will be an effort made to erect buildings for the Theological and University Students of St. John's College.

The St. John's College School for boys, receives between 50 and 60 boarders and has also some day pupils, but the applications for admission for boarders have for two or three years been considerable more than could be met. It has a full staff of teachers every town being under a separate teacher, so that if there are rooms for boarders, it could receive at least double the present number of boys.

St. John's College with St. John's College School, is governed by a council under statutes given by the Bishop and sanctioned by the Synod. It is a chief meteorological station for the Dominion of Canada, superintending a number of stations in the Northwest Territories.

The St. John's College Ladies' School is a new institution. The school is under Miss Hart Davies as principal, and has a staff of governesses and masters that will be increased as may be required.

It is built of solid brick, with stone



CENTRAL SCHOOL, WINNIPEG, MANITOBA. See Page 26.

foundation, in a harmonious combination of Swiss, English, and American Gothic, with mansard roof, having four floors, finished throughout; the size is 45x84 ft., with projections on four sides.

The internal arrangements are complete in every respect, the whole building being heated by hot air on the latest improved system, one patented by the architect. There is also a complete system of water works supplying the dormitories and closets throughout. This will also be a safeguard against fire, as a hose can be attached on each floor.

It has accommodation for thirty pupils and four lady assistants. Each floor is provided with the necessary closets and bath-rooms, fixed wash-stands, etc.

The Church of England is mainly indebted for this fine School to a very generous contribution by a clergyman in England.

By means of the endowments that have been secured, the charges at these institutions are much less than at such first-class institutions generally in America.

The following for example, are the charges per term at the St. John's College School. The term lasts for 20 weeks—there being two in the year.

Fee for Tuition in English, Classics, Mathematics, including Surveys and Mathematical Drawing, French and Vocal Music is 50	50
Instrumental Music..... necessary	50
School Library.....	50
Boarding for boys under 16.....	50 00
Boarding for boys over 16.....	50 00

It need scarcely be added that the raising of these institutions in this young country, is the result of great and continued effort. With some additional help they could be made very efficient. The Bishop is particularly anxious that scholarships should be founded at them, both to encourage deserving and promising students, and especially for the benefit of the sons and daughters of the clergy.

A comparatively small sum given in this way would materially strengthen the Church, and cheer the Missionary in his struggles to build up the church in new districts, where the people can do little.

UNIVERSITY OF MANITOBA.

There is now a University of Manitoba consisting of three colleges, St. John's, St. Boniface and Manitoba, and likely bye and bye to have more connected with it. The University to be governed by a council consisting of a Chancellor and Vice Chancellor of Representatives for each of the Colleges, three Representatives elected by the Convention of Graduates, and two Representatives of the Board of Education. The Bishop of Rupert's Land has been appointed Chancellor, the Hon. J. Royal, Vice Chancellor, and the other members of Senate are now being elected. Degrees in Arts, sciences, law and medicine will be given by the united university, but power has been given to the several colleges, with the consent of the religious bodies they are connected with, to establish separate societies of theology. The Council of St. John's College has accordingly under this act, with the sanction of the Diocesan Synod of Rupert's Land, established a Faculty for the examination of candidates for the degrees of B. D. and D. D.

THE PRESBYTERIAN CHURCH IN CANADA.

This church is represented in the northwest by the Presbytery of Manitoba. The territory occupied by this presbytery is very extensive, embracing the whole Canadian northwest. There are, connected with the presbytery, thirteen ministers, and three catechists. The number of congregations with settled pastors, is four; of vacant congregations, also four; of mission stations, twenty-two; making in all, forty-three places where services are regularly held. The number of families connected with the congregations and mission stations of the church, exclusive of Indians, is about eight hundred; of members in full communion, about seven hundred and fifty. There are also four Indian schools connected with the presbytery. The most important educational agency of the church in the northwest is

MANITOBA COLLEGE.

This institution is situated in the city of Winnipeg. It was established

in 1871. Since that time, it has made steady and substantial progress. The number of students in attendance last session was forty-three. The course of instruction, while preparing for ordinary commercial and professional life, fits also for passing the junior and senior matriculation examinations in the principal Canadian universities; for matriculation in law of medicine, as well as for entrance on the courses of agriculture and civil engineering, and for beginning theology in any of the Canadian colleges. There is also, a complete course given in theology and its cognate subjects, to young men studying for the ministry of the church. It is intended also, to adopt the course of instruction in the college to the curriculum of the University of Manitoba, just established.

While the college buildings at present occupied, are sufficiently commodious for immediate necessities, they are intended to serve merely a temporary purpose. It is the intention of the college board to erect, as soon as possible, permanent buildings, for which a suitable site has already been secured. For this purpose it will be necessary for the friends of the college to come to the assistance of the board with their subscriptions. The support accorded in the past has been of the most generous and liberal description; but the growing attendance at the college will soon require greater accommodations absolutely necessary, and call for greater efforts from all who desire to promote the interests of the church and the cause of higher education in the northwest.

General Staff of Professors at Manitoba College.—Rev. George Duggan, M. A., Professor of Science and Literature; Rev. Thomas Hart, M. A., Professor of Classics and French; Rev. James Robertson, Lecturer on Systematic Theology; Rev. John Black, D. D., Lecturer on Biblical Criticism; Rev. Alexander Ferguson, Elementary Tutor.

Officers of the Board of Management.—Hon. A. G. B. Bannatyne, Chairman; Rev. Professor Hart, M. A., Secretary; Duncan MacArthur, Esq., Treasurer.

College Seniors.—Rev. Professor Bryce M. A., Chairman; Rev. Professor Hart, M. A., Secretary; Rev. John Black, D. D.; Rev. James Robertson; Rev. Alexander Matheson.

It may be added that while the college is connected with the Presbyterian Church it is, in its regular and commercial courses, perfectly unsectarian in character.

METHODIST CHURCH OF CANADA.

Has fifteen ministers and one native assistant, about 3,000 members in good standing, 70 different preaching places, 24 Sabbath schools, about \$20,000 expended during the year ending May 1876, by the missionary society in sustaining missionaries, furnishing schools, &c. Several more missionaries have been asked for this year. The work is divided into two districts. One embraces the province of Manitoba and Keewatin and several missions in the north and is called Red River district. The other called the Saskatchewan district, embraces our work in the N. W. Territories. Each district is presided over by a chairman. The chairman of Red River district resides in Winnipeg and the chairman of Saskatchewan at Bow Mill, N. W. T.

PEACE RIVER.

Before closing my remarks about the resources of Manitoba and the Northwest I would add that Professor

there were no wet autumns or frost to kill the young grain. The plants that he found in that region were the same as

THOSE ON LAKE ERIE,

and further discoveries satisfied him that the two areas were similar in every respect. The ice in the river broke up in April. Stock raising was not difficult because the grass remained fresh and green up to the very opening of winter. He had seen thousands of acres of it three and four feet long on levels 200 feet above Peace River. He had tested the temperature, and showed by figures that the average summer heat, throughout that entire district and way to the north of the Peace river valley, was similar to that of Toronto and Montreal and much higher than that of Halifax. He was positive that the climate was uncommonly suitable for agriculture. Besides the peculiar excellence of the country for cereals he had found thousands of acres of crystallized salt, so pure that it was used in its natural state by the Hudson Bay Co.

COAL

abounded in the richest veins and was so inter-stratified with hermetals or iron ore yielding 50 per cent that no

In speaking of salt I would say that previous to the connection of Manitoba by steam with the States and Canada, all the salt they used was made near Lake Manitoba, but their appliances being rude, and distance considerable, its manufacture is not at present continued, though salt springs of remunerative strength still exist there, and soon its manufacture may be recommenced with the cheaper facilities of modern and complete conveniences.

WHY HAVEN'T WE KNOWN AND HOW DO WE KNOW?

Perhaps some readers may wonder why it is that the great and magnificent country embraced in Manitoba and the Canadian Northwest has only just been discovered, and how it is known that the statements herein made are correct.

Want of space alone forbids this being answered fully. Briefly it is this: From 1870 to 1876 this whole section was held in complete vassalage by the Hudson Bay Co., and especially so since its absorption in 1851 of the Northwest Co., its previous competitor. No white man could be in all this great territory ten days without their knowing it. The real missionary of

The northwestern part of the State or Minnesota is in this valley. This part of that State has by far its finest wheat lands. Northeastern Dakota is also in this same basin, its wheat value and rapid settlement equals if not exceeds that of Minnesota. Consequently, it is a part of and sympathetic with the northern basin. The outlet of a large portion of the wheat belt of this basin—the largest in the world—is through

NELSON RIVER TO HUDSON BAY,

from the mouth of which river it is nearer by a considerable distance to Liverpool than the Port of New York to Liverpool. The direct western portion of the system of navigation of the southern part of this basin and south and southwest portion of the same system in the Red and Assiniboine Valleys, meet at a common point at the northern end of Lake Winnipeg, a distance of some 370 miles from Hudson Bay, via the River Nelson, at a point 710 feet above the sea level. The distance, 370 miles of river, is about the same as from Buffalo to Troy, New York, (350 miles) the two termini of the Erie Canal, while the elevation to overcome is approximately the same viz: 710 feet to 354 feet



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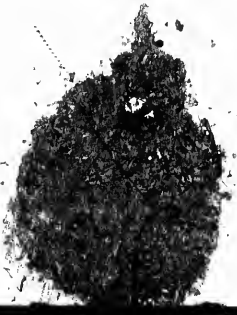
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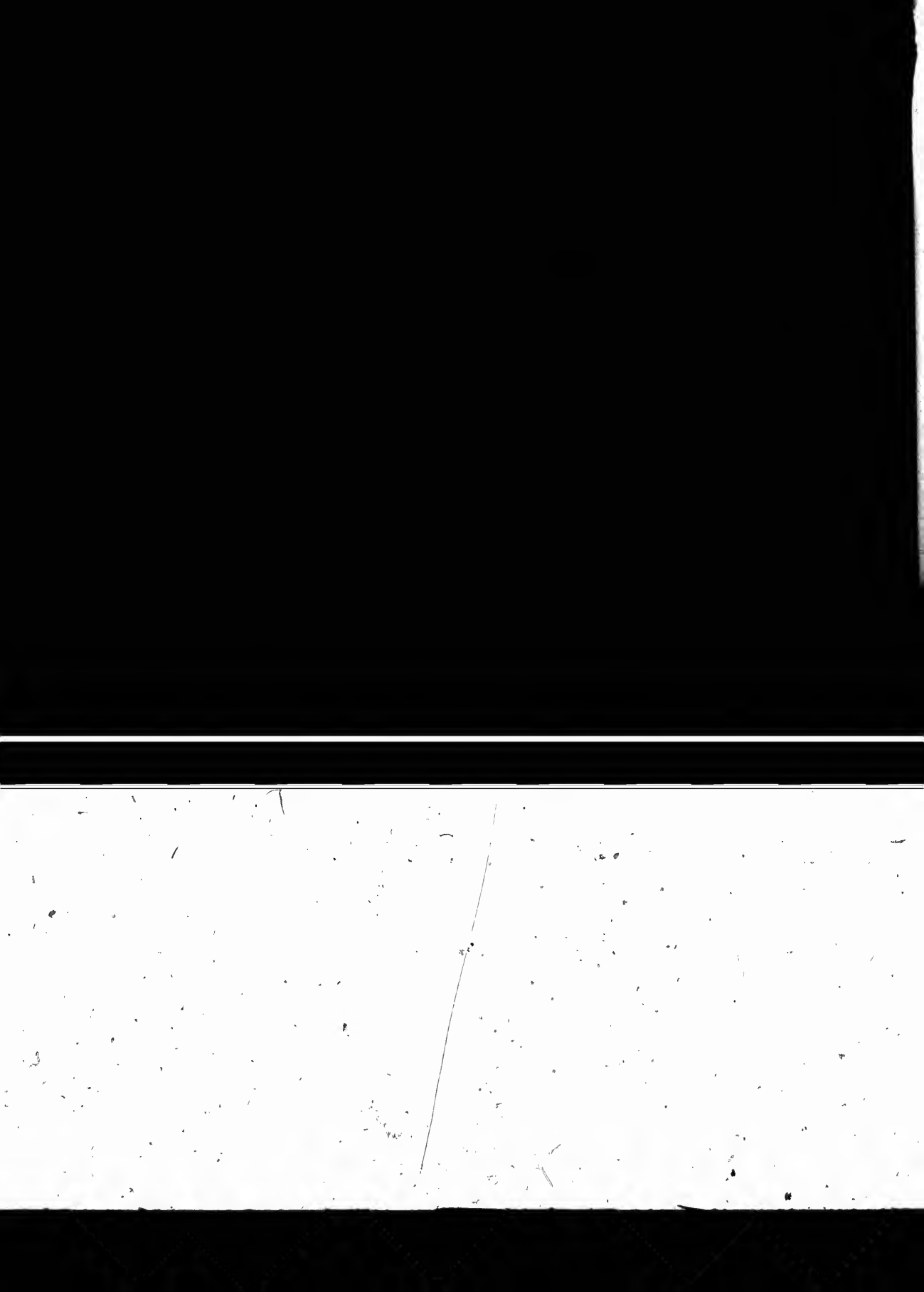
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THE REAL NEW NORTHWEST.

BY THOMAS DOWSE, ESQ.,
ST. PAUL, MINNESOTA, U. S.

1879
PARSONS & RICHARDSON, PUBLISHERS, BOOKSELLERS AND STATIONERS,
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[To which is added the SPEECH OF HIS EXCELLENCY, LORD DUFFERIN, LATE GOVERNOR GENERAL OF CANADA, given at Winnipeg, Manitoba, Sept. 29th, 1877.]

Trusting that a better knowledge of our neighboring government, which extends entirely across the continent to the north of us and which occupies an area larger than our own, will beget a better understanding, a better acquaintance, a better friendship and a fuller sympathy in the hearts of the ADVERTISER'S many thousand readers in the States--especially as they are heart and hand with us in extending civilization and good Government--I make bold to quote a portion of an article entitled "The first Decade of the Dominion" published in the Manitoba Free Press of July 7th.

On the History of Canada as a Whole. "Canada was first discovered in 1497 by Sebastian Cabot; but the first settlement made by Europeans was in 1604, at Fort Royal, Acadia (now Annapolis, Nova Scotia). In 1606 a permanent settlement was made by Champlain upon the present site of Quebec, Canada then being called New France; and the mode of colonization was semi-religious. Between 1614 and 1713 Acadia was several times taken by the British.

They were made to render the advisers of the Governor responsible to the popular branch of the Legislature, and the Reform party agitated unintiringly to attain their end. In 1867 the excitement produced by the struggle culminated in open violence and several engagements between the insurgents and the royalists. Three years later tranquility was restored, the two Canadas being united in 1869 by an Imperial Act, under one administration, responsible government being definitely established in 1861. There were then a Legislative Council, to which the elective principle was applied, and an Assembly composed of 150 members, being 68 from each section of the Province, a Cabinet responsible to the Legislature, and a Governor-General appointed by the Queen. The first united Parliament met at Kingston in June, 1841, but in 1844 the Government removed to Montreal. In 1846, however, the Parliament buildings there were destroyed by a mob and the seat of government was accordingly removed to Toronto. Then was made the arrangement under which the sessions of Parliament were to be held for four years alternately in Toronto and Quebec. This system being found very inconvenient, Parliament resolved on a permanent site; but, being unable to agree as to its location, the selection was left to the Queen, and her Majesty in 1858 fixed upon Ottawa, formerly known as Bytown.

About this time party government became well nigh impossible. In the successive elections which had been held during the preceding years, the hostile majority from other Provinces in Parliament had increased rather than diminished. In 1864 the feeling of antagonism came to a crisis, but the outcome of this situation was the dawning of an altogether brighter era. As a remedy for the existing difficulties the Reform leaders made overtures to Sir John Mac Donnell, suggesting the adoption of a federative system. These overtures were cordially received, and a Coalition Government was formed, pledged to the introduction of such a scheme. By a fortunate coincidence, within a month after the formation of this Ministry, a conference was being arranged at Charlottetown to discuss the expediency of a union of the Provinces of Nova Scotia, New Brunswick, and Prince Edward Island under a single government and legislature. The Canadian Government asked permission to send delegates. Their request was granted, and they duly met the Maritime delegates. The conference had met to discuss a legislative union--a question with which the Canadian delegates had no authority to deal. The proposal to unite the Maritime Provinces was looked upon as impracticable; but the delegates were unanimously of opinion that a union on a larger basis might be effected. On the proposition of the Canadian delegates a further overture was made on to consider the possibility of accomplishing a federal union. It met at Quebec on the appointed day, and after a session of eighteen days the scheme of Confederation was placed before the public. After a time it was duly accepted unanimously by the legislatures of Nova Scotia, Newfoundland and Prince Edward Island. De-

some point in the...
no distant date."

As expressing much more tersely and clearly than I can, the

GREAT EXTENT

of the territory of this government to the north of the United States; I take the following from Mr. Grant's valuable work, "Ocean to Ocean": "Travel a thousand miles up a great river; more than another thousand along great lakes and a succession of smaller lakes; a thousand miles across rolling prairies, and another thousand through woods and over mountains, and you have traveled from ocean to ocean through Canada. And this country is a single colony of the British Empire; and this colony is to-day dreaming magnificent dreams of a future when it shall be the "Greater Britain," and the highway, across which the fabrics and products of Asia shall be carried to the eastern as well as the western side of the Atlantic."

THE HISTORICAL PART

of these middle two thousand miles commenced with the organization of the Hudson Bay Co., in 1670, during the reign of Charles XI., to traffic on the shores of Hudson's Bay and the streams flowing therein, in a section then called Rupert's Land, in honor of Prince Rupert, a brother, I think, of the king.

THEIR CHARTER,

as was the custom of those days, was exclusive, really giving them this territory in vassalage to the Crown, with rights to make laws and carry on a form of government, of course to be approved by the Crown, and the control of any trade therein—at least they have claimed this, and so acted, which action has at least been tacitly admit-

tees of what is now known as the "Dawson Route," to Red river. He landed here, and on the south bank of the Assiniboine, built a fort at the point of its juncture with the Red River nearly opposite the present Fort Garry, which is on the north bank of the Assiniboine. He called this post Fort la Rouge, and it was doubtless the name of this Red Fort on its banks, that in early days gave the name of Red River to a stream whose waters and clay subsoil of its banks are most decidedly whitish. (For further explorations of De la Verandrye, see notes on St. Boniface, hereafter).

Following these first white men in this valley, came others, until, as early as 1762, Fort la Rouge was known as an established trading post, frequented by the *Coureurs des bois* from the French establishment at Mackinac, Lake Michigan, who came here to trade with the Omahas and Assiniboins. Although by the Versailles treaty, in 1763, the French were obliged to give up their North American possessions to England, they still, with others' then British subjects in Montreal continued in increasing numbers, their trade in this section, coming by their old original route, via Thunder Bay, and also via La Pointe, on Madeline Island, near Bayfield, south shore of Lake Superior, and up past what is now Duluth, to the head of St. Louis Bay at Fond du Lac, and so across joining the Thunder Bay route on Rainy River. These adventurers, however—belonging to individual enterprises—pushing their trade north, came in contact with the employes of the Hudson Bay Company.

This condition of affairs continued, the French or Canadians, still in

get's south of the 23rd. Some idea of the extent to which the Northwest Company have pushed their trade may be seen in the fact that in 1845 they had some sixty trading posts in this region, principally in the valleys of the Red Saskatchewan, Athabasca, etc. This condition of trade and occupancy of this section, continued undisputed, at least so far as the Red River was concerned until 1811 when, at the solicitation of Lord Sitkirk, one of the stockholders of the Hudson Bay Company, that company laid claim to the exclusive jurisdiction, under their charter, over this immense region and in 1812 they established their first Fort and Trading post on Red River near this place. Coming thus into so close daily competition the state of affairs went from bad to worse, resulting in great injury to both companies, and finally bloodshed. In one of their affrays the commanding officer of the H. B. Company was killed. The result of this regular battle brought both companies to their senses, and soon after in 1821 these two competitors formed a coalition continuing under the chartered name of the Hudson Bay Company. The company so consolidated, continued in undisputed possession until 1868 when they sold their right to their exclusive trade and jurisdiction claimed under their old charter over this entire portion of British America and British Columbia, receiving some \$1,500,000 cash, and one-twentieth of the land with especial reservations about some of their posts, fully 50,000 acres.

So this great Northwestern area, hitherto known as Rupert's Land or Hudson Bay Territory has really been open to settlement, occupancy and

the extent to which the company have pushed be seen in the fact that some sixty trading posts, principally in the Red Saskatchewan.

This condition of monopoly of this section, reputed, at least so far as was concerned until the solicitation of Lord the stockholders of the company, that company's exclusive jurisdiction, center, over this immense territory, which they established in 1812 they established and Trading post on this place. Coming as daily competition the result went from bad to worse, great injury to both companies was the result. In one day the commanding officer of the company was killed. A regular battle brought to their senses, and in 1821 these two competitors continued under the name of the Hudson

The company so continued in undisputed possession when they sold their exclusive trade and jurisdiction under their old charter a portion of British Columbia, receiving \$1,000,000 cash, and one-twentieth of the territory reserved with special reservations of their posts, fully

at Northwestern area, known as Rupert's Land or Territory has really been settled, occupancy and



WEST SIDE MAIN STREET LOOKING NORTH. SPRING 1879. See Page 26.

general trade only since 1871, as I believe the terms of relinquishment were not fully complete and made practical until that time.

THE SILKIRK SETTLEMENT.

In 1805, Lord Sil Kirk, a visionary but kind hearted Scotchman and a member of the H. B. Company, penetrated in his wanderings from the company's forts on Hudson Bay, as far as the valley of the Red River. He was so charmed with the country that he conceived the idea of starting colonies here. In 1811 he succeeded in obtaining a grant of land for that purpose, from the H. B. Company along this river, and in the Autumn of 1812 he reached here via Hudson Bay and

Lake Winnipeg with a small party of Highland Scotchmen. They at once commenced building, but were stopped by the H. B. Company's competitors, the Northwest Company, were driven away and obliged to spend the winter in tents at Pembina, some 70 miles south. The following spring they returned and after putting in a crop, which was maturing finely, in September were again driven to Pembina, where they remained the second winter, returning again the next spring. By September 1814 they numbered some two hundred. They built houses and called their settlement Kildonan, after their old Parish, in Scotland. In the spring of 1815, trouble again came upon them. Their storehouses were

broken open and robbed; their Governor arrested and sent to Montreal; dissatisfaction became so general, that under the guidance of friendly Indians, they started in June of that year for Lake Winnipeg, intending to return to Scotland; but meeting officers of the H. B. Company, they were induced to return the following spring, under the special care of that company. In 1816 Lord Sil Kirk accompanied by more emigrants reached the settlement and by his presence and prompt action in arresting some of the aggressive Northwest Company's leaders and sending them to Montreal, restored the colony to peace. The next year he returned to Scotland, but the crops of that year were insufficient and they were obliged

In 1851 Gov. Ramsey, who then visited the settlement, found them so abundantly supplied with all the products of their labors, for which they had but a very limited market, that he reported them on his return to St. Paul to be "metaphorically smothering in their own fat." So time passed until the formation of the Canadian Dominion in 1867, and the measures to extinguish the H. B. Company's exclusive administrative and trading privileges in 1868, began to turn attention to this section. But it was not until 1871 or 1872, that emigration began to come here to any extent.

But to resume the historical, I would say, that up to the extinguishment of the H. B. Company's title, Rupert's Land was not a part of Canada, but belonged to the Imperial or English Crown, under the H. B. Company. It was acquired by Canada in 1870, by the arrangements before spoken of; through an agreement with the H. B. Company releasing their proprietary rights and by Imperial Legislation in 1868 authorizing the same. By the terms previously named the bargain between Canada and the H. B. Company with the Imperial Government, Canada made the cash payment and the Imperial Government the necessary legislation to secure the H. B. Company's title to the lands as agreed, by the approval of the Crown. At the time and previous to this transfer, there had been a kind of local government in existence, organized over a smaller portion of Rupert's Land than what is now known as Manitoba, which was known as the

COUNCIL OF ASSINIBOIA.

In 1869 the Government of Canada sent Hon. William McDougall out to

and the Northwest, and though they are small in numbers in comparison with the large delegations in that body from some of the other Provinces, they are untiring workers, and Manitoba's influence in the House, is not by any means in proportion to the number of her representatives. They are men not only familiar with the capacities and wants of this section, but fully comprehend its vast opportunities and wonderful future.

THE LOCAL LEGISLATURE

originally consisted of two branches: The Legislative Assembly (elective) of twenty-four members, and the Legislative Council (nominative) of seven members. In 1876 the latter council was abolished. In 1872 Gov. Archibald retired and was succeeded by Hon. Alexander Morris (under whose administration the Province became thoroughly pacified and most of the present seven Indian treaties were made, by which the Indian title to Manitoba and most of the Northwest territory was peacefully and satisfactorily extinguished and the Province entered upon its new life and development) who was in December 1877, his full term having expired, succeeded by

HON. LIEUT. COL. JOSEPH EDOUARD CAUCHON,

who was born in the city of Quebec in 1818. A descendant of one of the oldest families of that Province, for many years he was an editor of marked ability and author of several standard works. He has been in continuous public life for nearly thirty years and was Dominion Minister of Internal Revenue and President of the Queens Privy Council for the Dominion of

many years on the French Canadian newspaper and periodical press, and has filled an editorial chair almost uninterruptedly since 1867, which has also quickened his perceptive faculties—naturally great—that he is enabled to obtain and retain, that place of high esteem among his associates and people of the Province, which is always accorded educated intellect, when guided and influenced by that broadness and comprehensiveness that enable its possessor to overcome life's natural, as well as active obstacles and variations, bringing out of the contest a mind, "with malice towards none, with charity for all."

HON. MR. BROWN,

the Provincial secretary, descended from an U. E. Loyalists family which settled in New Brunswick at the close of the Revolutionary War. He came to this Province about seven or eight years ago, and was member of the Provincial Legislative Assembly for the past four years. Perhaps no person is more familiar with the real wants of this country than Mr. Brown, whose duties before he entered Parliament as a Dominion Land Surveyor gave him superior advantages in gaining a perfect knowledge of a country in whose development he is now called to take so active a part. Before entering the ministry, although but a young man, he was the author of several important measures, prominent among them being a re-division of the Province into counties and based thereon a general municipal law, to the carrying out of which, in his new sphere he is applying himself most energetically. Mr. Brown's standing, popularity and enterprise are fully recognized, he being the only minister

S B N O

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EAST SIDE MAIN STREET LOOKING SOUTH. FALL 1876.

of his party who was elected by acclamation at the recent general election.

HON. MR. WALKER,

the Attorney General, is a native of Ontario, came to Manitoba with the first Red River expedition in 1870, under the command of Sir Garnet Wolsey, as Lieutenant in the first Ontario Rifle, was called to the bar of Ontario in 1861 and to the bar of Manitoba in 1871. He was appointed Crown Counsel for Manitoba in 1876 and conducted the Crown business in the Courts of the Province from that time until his acceptance of office in the present government. This first expedition, seldom heard of because it was fortunately bloodless, made one of the hardest marches in modern times, in overcoming all the wild obstacles of swamps, lakes, rivers and forests in

the 410 miles between Thunder Bay, Lake Superior and Winnipeg. The prominent positions in which one finds its former members all over the Province, and especially in Winnipeg, shows that they have within them the stuff that heroes are made of. The appointment of Mr. Walker to one of the highest provincial positions, not only is an additional proof of this, but must be very pleasing to his old time comrades.

HON. MR. DELORME,

Minister of Agriculture, is a native of Manitoba, a gentleman well known throughout the Province, and the largest native farmer in the Red River Valley. His fine farm and roomy hospitable home 16 miles south of Winnipeg, are ample proof that this important government portfolio is in

the hands of no theorist, but rather one whose whole life and works show that he fully understands and appreciates this great industry which underlies the prosperity of this Province, especially when taken in connection with this fact; that the ministry is in harmony with the present Dominion Government.

THE SPEAKER

of the present Provincial Parliament, J. W. Sifton, Esq., having been connected with the construction of the Canadian Pacific Railway from the beginning of work thereon, being the first contractor to break ground both on the Thunder Bay (Lake Superior) and Red River ends, will fortunately be of great advantage to the present Provincial Government, by aiding them in judicious legislation; by means

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All the rest of this great section lying west of Keewatin and Manitoba, and extending west to the eastern boundary of British Columbia, is embraced in the

NORTHWEST TERRITORY,

In which a government was organized in 1876, with Hon. David Laird as Lieut. Governor. He, with his council, reside at the new seat of government at Battleford, which is charmingly located at the junction of Battle River with the north branch of the Saskatchewan. Here some twenty government buildings are erected besides, of course, many buildings belonging to private individuals, stores, dwellings, etc. Branches of the different church missionary establishments will be established there. Fort Pelley is the headquarters of the territorial mounted police, a very efficient semi-military organization, that are stationed at different posts along the national boundary and through the various Indian tribes along the frontier. The country embraced in this territory may be truthfully called the

REGION OF PERFECTION.

With a pure atmosphere, a genial, healthful climate of early springtimes and soft, hazy autumns; with dry and steady winters and light snow falls; with streams and springs of the purest water; with no malaria, because there is nothing to develop it. The earth, sky, water and altitude are all conspicious of health, insuring newcomers, from distant lands even, against the acclimating sickness attendant upon their coming into more southern and less perfectly situated sections, while here in this health-giving air—summer

from the eastern Atlantic to the Pacific, western and northwestern boundaries, by the Saskatchewan which, with the Peace, Athabasca and McKeenae, whose navigable waters, running through the northwest and center to the western Arctic, furnish ready routes of transportation. Two steamers are now running on the Saskatchewan and another one is on the way for the Athabasca. These boats of course are but the pioneers, the half-awakening dream, preceding a soon coming, actual fleet that will traverse these rivers. With the already finished telegraph line across it, and officially located and soon-to-be-built railway, civilization—already there in a measure—will soon enter more largely, being already supplied with every modern means of communication, and transit into this

GREAT NATURAL GARDEN,

with great forest tracts along its eastern, western and northern borders and another great body through almost its centre, between the Saskatchewan and Athabasca; while a liberal growth of timber skirts the scores of lesser streams, with valleys of proportionate and even greater beauty and fertility. There are

GREAT COAL FIELDS

also in this Territory. Explorations have shown that north of the 50th parallel there are fully 500,000 square miles underlain by true coal, while on the north and south branches of the Saskatchewan, Battle River, Red, Deer and other streams in its middle and southern part, are extensive deposits of coal in strata of from two and a half to twelve feet thick.

GOLD AND IRON,

and other mineral deposits of great extent and richness, are also known to

or claims to all this section, as has been before mentioned, have all been satisfactorily purchased or settled. The uniform good faith kept by the British and Canadian governments in all of their treaties with the Indians has been as honorably maintained, by these forest children, and I have yet to learn of the first instance of their ever committing any outrage upon peaceably disposed persons. On the contrary, their record of kindness and assistance to suffering white men is large and instances numerous. These treaties were made with the Indians in this section in 1871, '72, '73, '74, '75, '76, and '77, are known as treaties one to seven, respectively, and were mostly made under Governor Morris.

CLIMATE.

In view of the statements already made and the facts that follow concerning this

GREAT FERTILE BELT

that comes sweeping down through this great section and Province, and south into the States, as will be shown hereafter, I deem it best that the reasons should be given right here, why this so-called belt should continue, as it already has become—nearly up to the boundary line—the great highway along which the homes, farms, towns and cities will stretch continuously across the continent; and to further explain, what may cause debate or be condemned without examination, this *actual fact* wants to be borne in mind. It is that the great

MIDDLE BELT OR ZONE

in which is found most of the intellect, and that crowning result of the high-

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through those who had for the
150 years knew only the songs and
uts of the "Coureurs Des Bois."
but returning to Manitoba again, I
ould say, that between Lake Winni-
Manitoba and Winnipegosis, the
ntry is generally a forest, as it is
erally around the shores of all
e lakes, also along the streams en-
ing into them. Along the
nneboine are heavy timber belts,
pecially on its south bank which, with
along the Red, already spoken of,
the generally timbered uplands of
Riding and Pembina mountains,
only protection against prairie
to increase it largely; while
is known to exist in the Riding
Pembina mountains. So it will be
that the

WOOD AND WATER SUPPLY
ample for all present and future
nts of the Province—while as yet
ntoba is drawing but little on her
fuel resources as most at present
afted down the Red river from the
es.

THE SOIL
e Province being mainly of the rich
ck alluvium of the Red and Assin-
oine Valleys, from four to eight and
n twelve feet deep, is unsurpassed
ertility even by that of the famous
ley of the Nile, while that of its
tle uplands is of a quick rich loam.

high freights, but

TAME

do splendidly, p
and herdsgrass,
grass is good eno
ing or lawn purp
light autumn rain
nutritive proper
grass, and in wi
turn from the h
naturally ripened
the light snow-f
Cabbages grow t
and mature qu
flower and celery
large, white and f
bers, onions and
perfection and y
with a crispness u
and tomatoes do v
latter. Wild hop
about the lakes
general use amo
have also been s
the local brewers
of the soil

WHEAT

The amount rain
last year was ab
of a general aver
the bushel, while
raised in which
was even more t
had a straight ave
the bushel and s
bushels averaged

