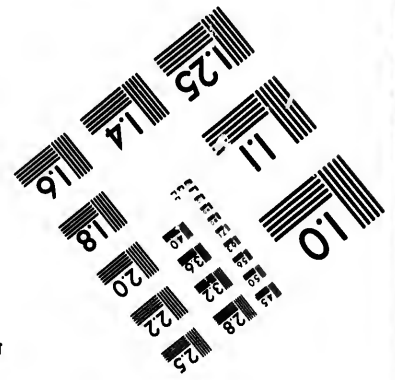
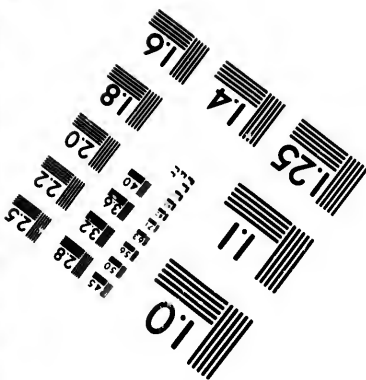
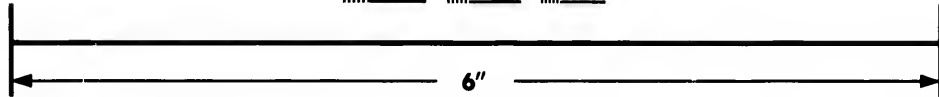
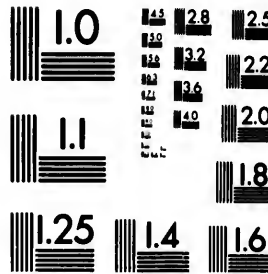


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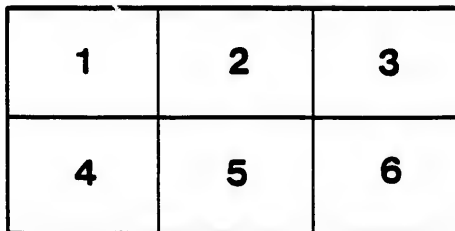
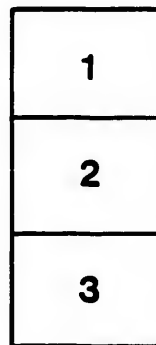
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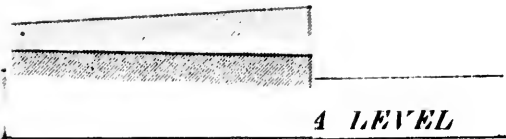
RAILWAY

he

RAILWAY

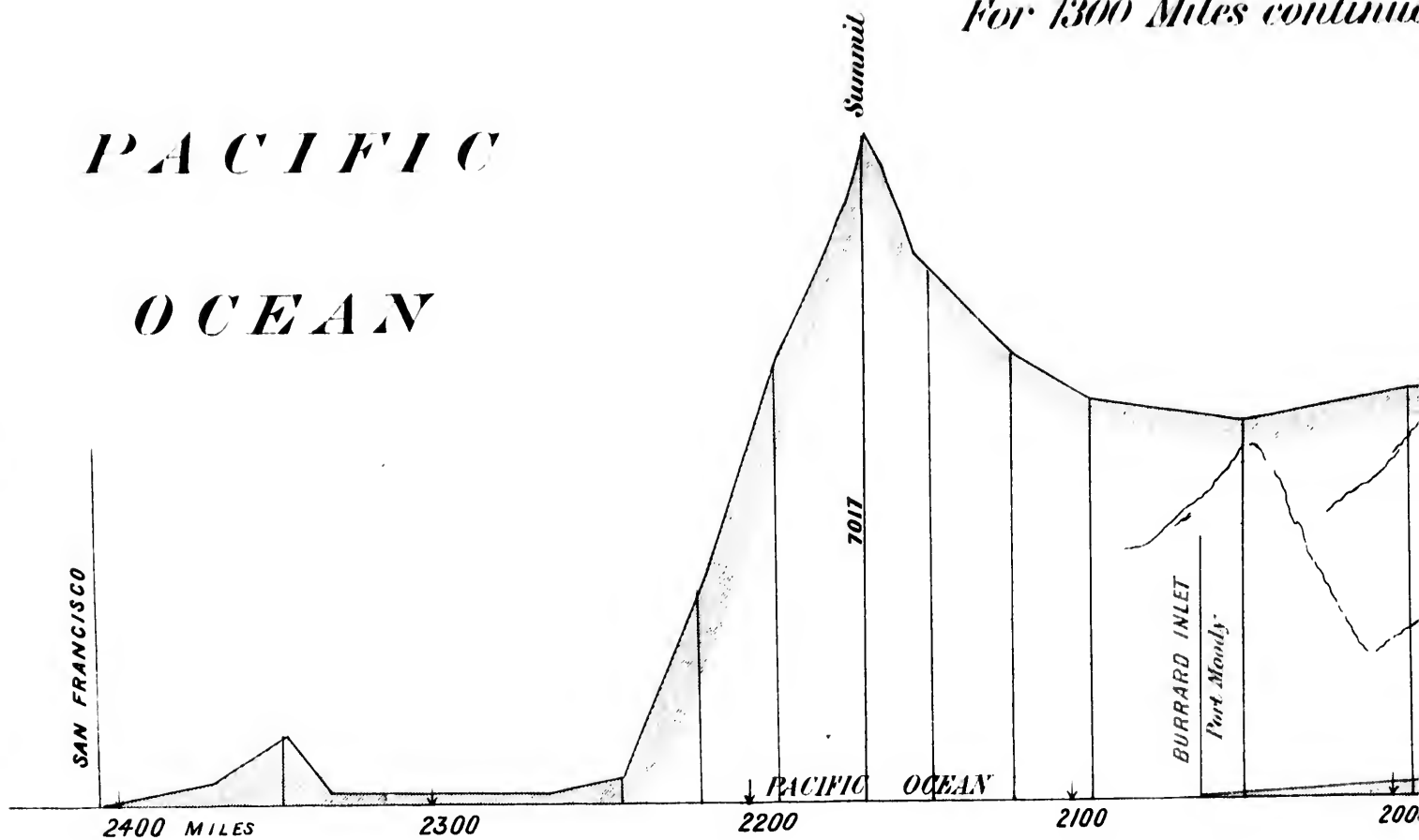
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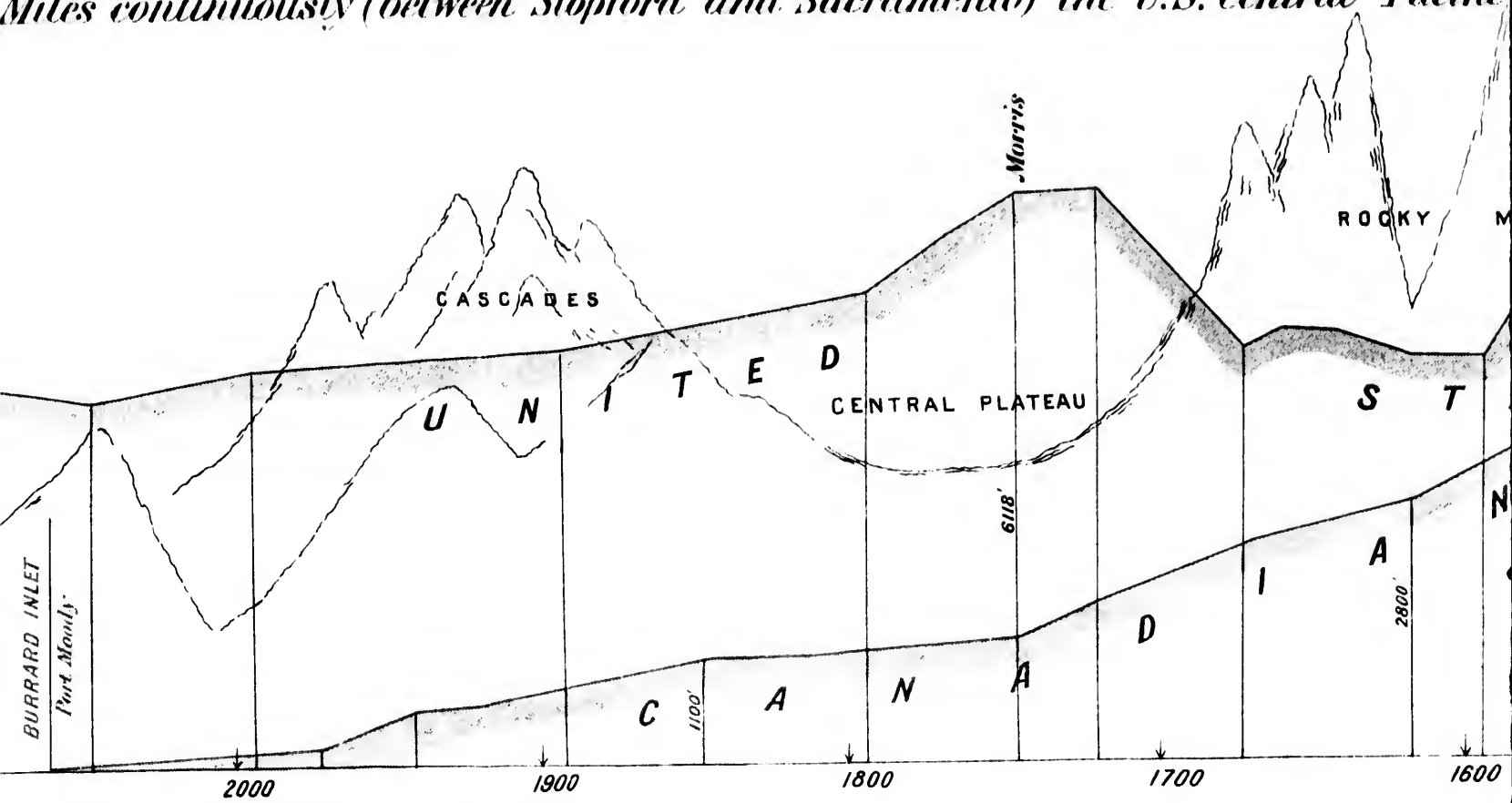


PACIFIC OCEAN

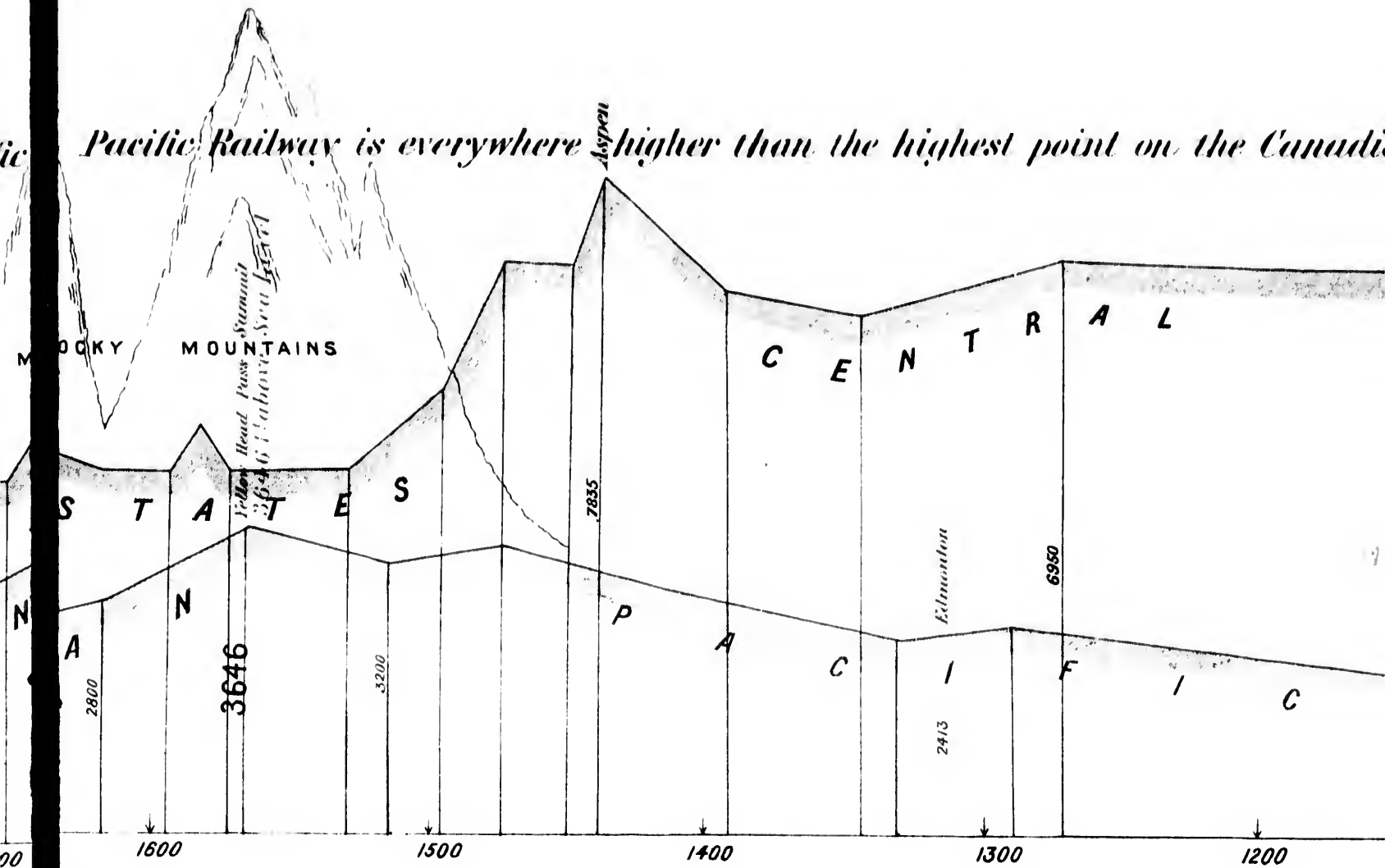
For 1300 Miles continued



Miles continuously (between Stopford and Sacramento) the U.S. Central Pacific



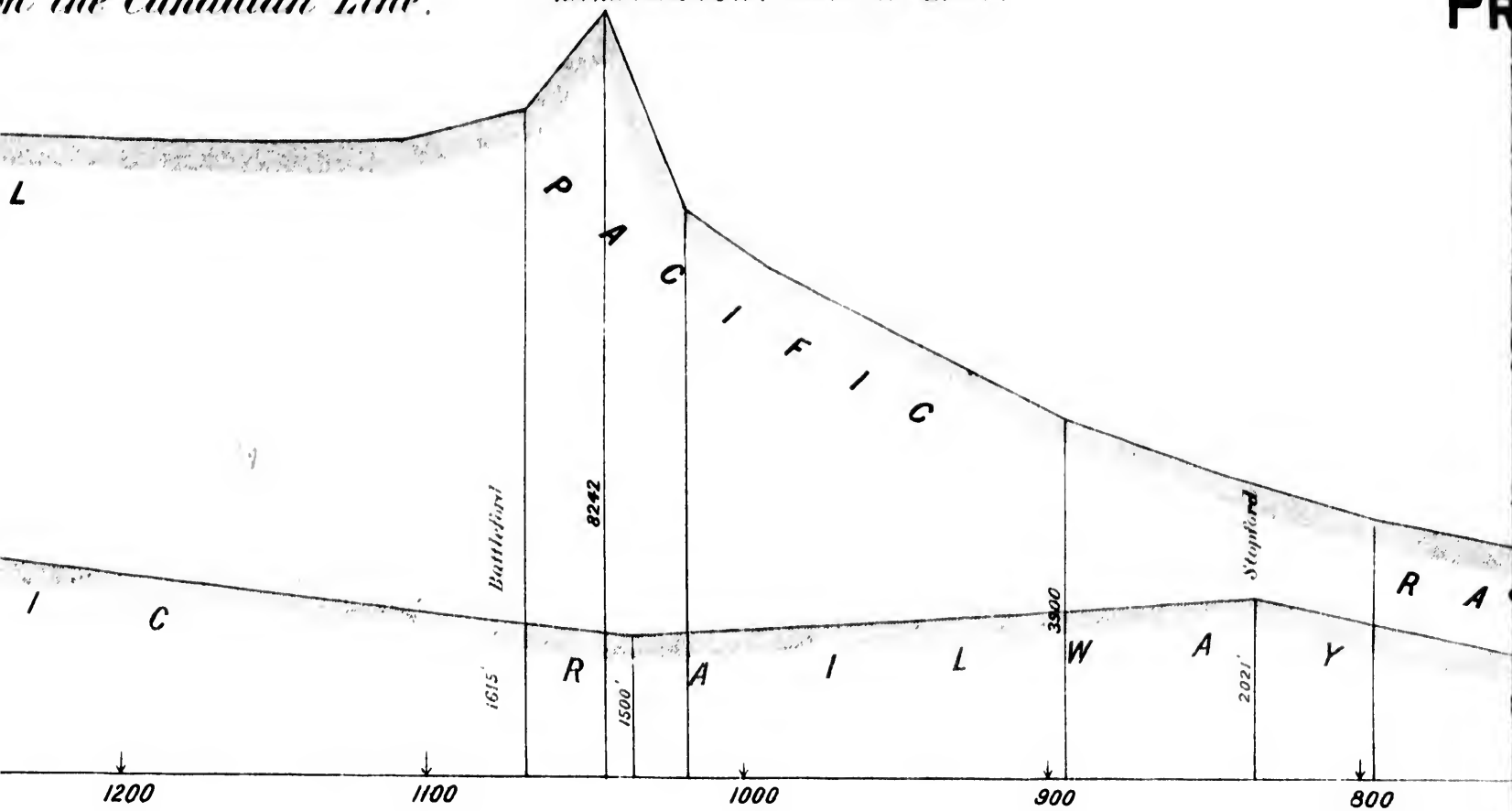
Pacific Railway is everywhere higher than the highest point on the Canadian



on the Canadian Line.

Sherman 8242 ft. above Sea Level.

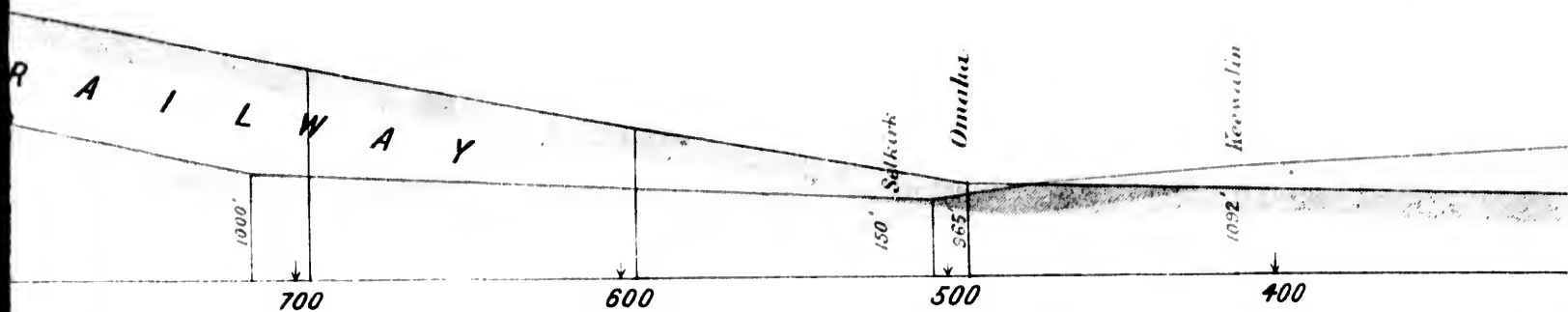
PR



PROFILES OF THE CANADIAN PACIFIC RAILWAY and the AMERICAN CENTRAL PACIFIC RAILWAY Compared as to distance and

*Maximum Grade ascending Eastward on Canadian
1000 Miles west from Lake Superior will not exceed 1 in*

English prepared by W & A K. London



RAILWAY FROM LAKE SUPERIOR WESTWARD

he

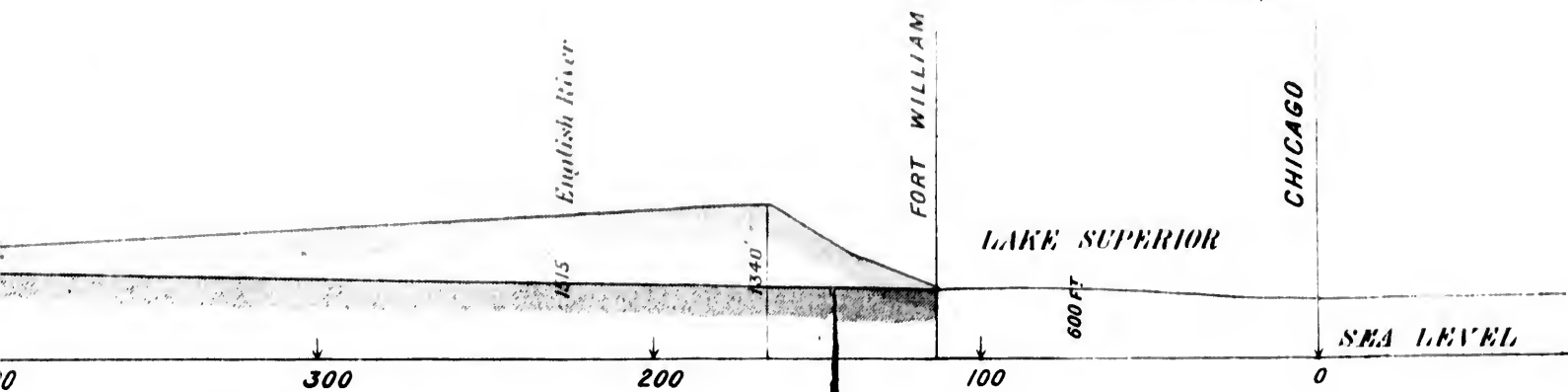
RAILWAY FROM CHICAGO WESTWARD.

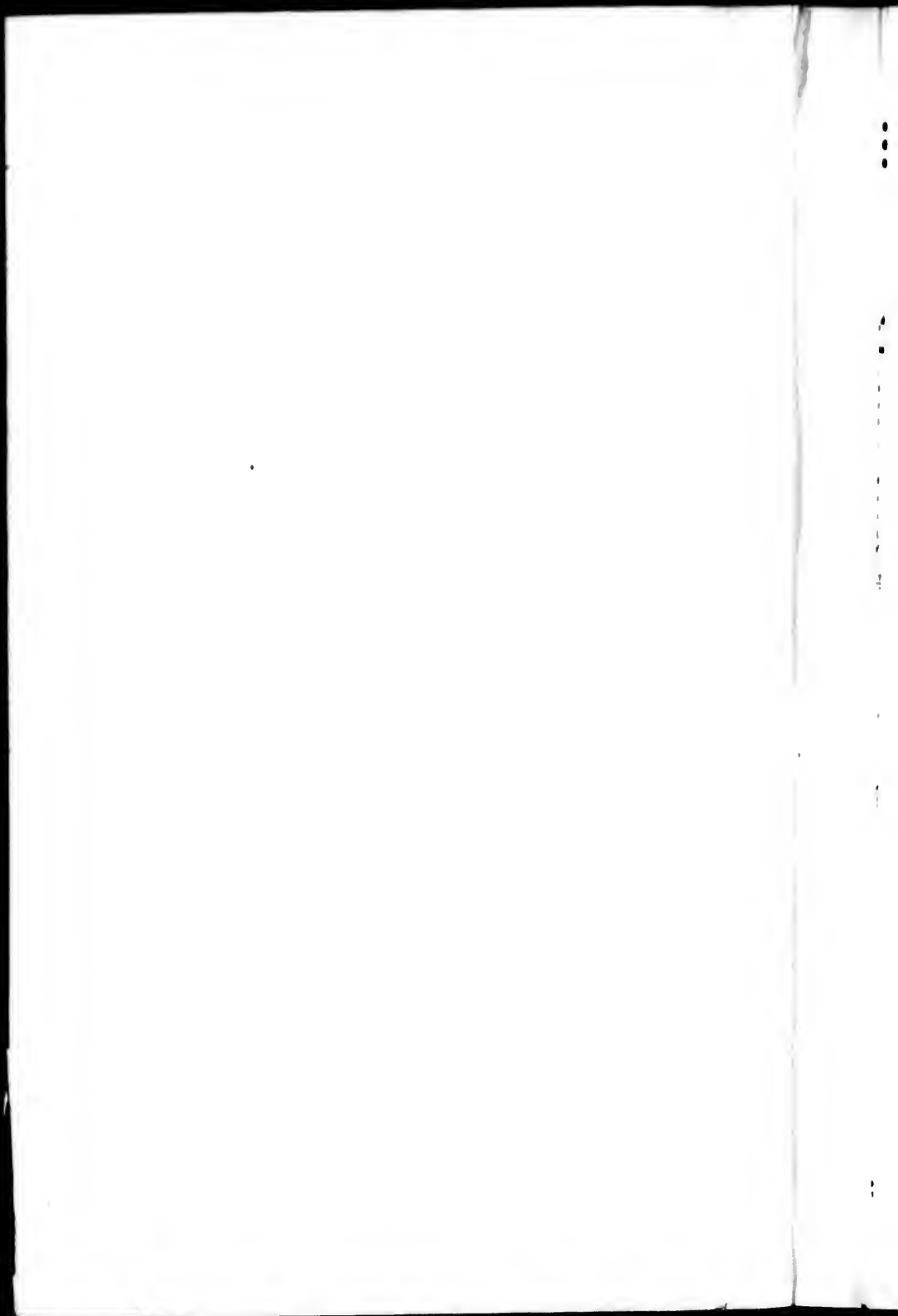
ance and Elevation.

on Canadian Pacific Railway for
t exceed 1 in 200 or 26½ ft per Mile.

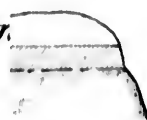
London

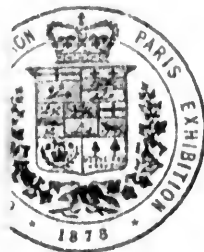
*Grain shipped from Fort
William (the Lake Superior
terminus of Can. Pac. R.R.)
will reach tide water as
quickly and cheaply as
from Chicago.*





Distance
Dredging
Dredging
Dredging
Depth of
Increase
Depth of
Depth of
Least
Aggreg
Expens

Dredging 
Do.



PLANT NOW EMPLOYED

Eight elevator Dredges (single set of buckets endless chains)

(One Spoon Dredge (employed part of time)

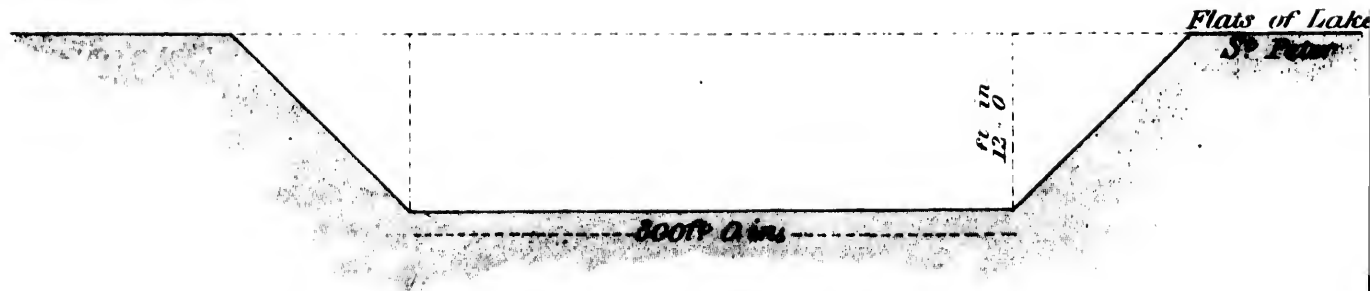
Two boulder grappling barges

Eight tug boats

Five coal tenders

Nineteen hopper scows 80 to 90 C. yds. capacity

*Daily Capacity of dredges varies with the nature of work from
150 cubic yards Shale to 3,000 cubic yards soft Clay.*



LAKE ST. PETER

Section of Excavation at Low Water

Length of Channel dredged 16½ Statute Miles

Quantity taken out 5,620,185 cubic yards.

THE RIVER ST. LAWRENCE

SHEWING THE

by the

MONTREAL

Pointe aux Trembles

Varennues

Pointe Marie

Contrecoeur
Lavaltrie

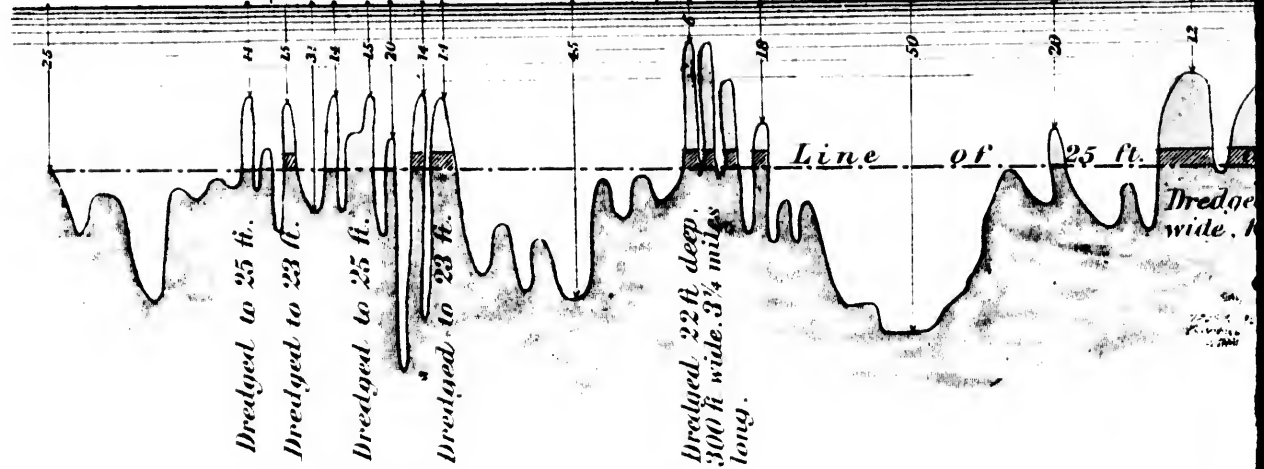
Low

Sorel

Water

St Francis

Flats of Lake
St. Peter

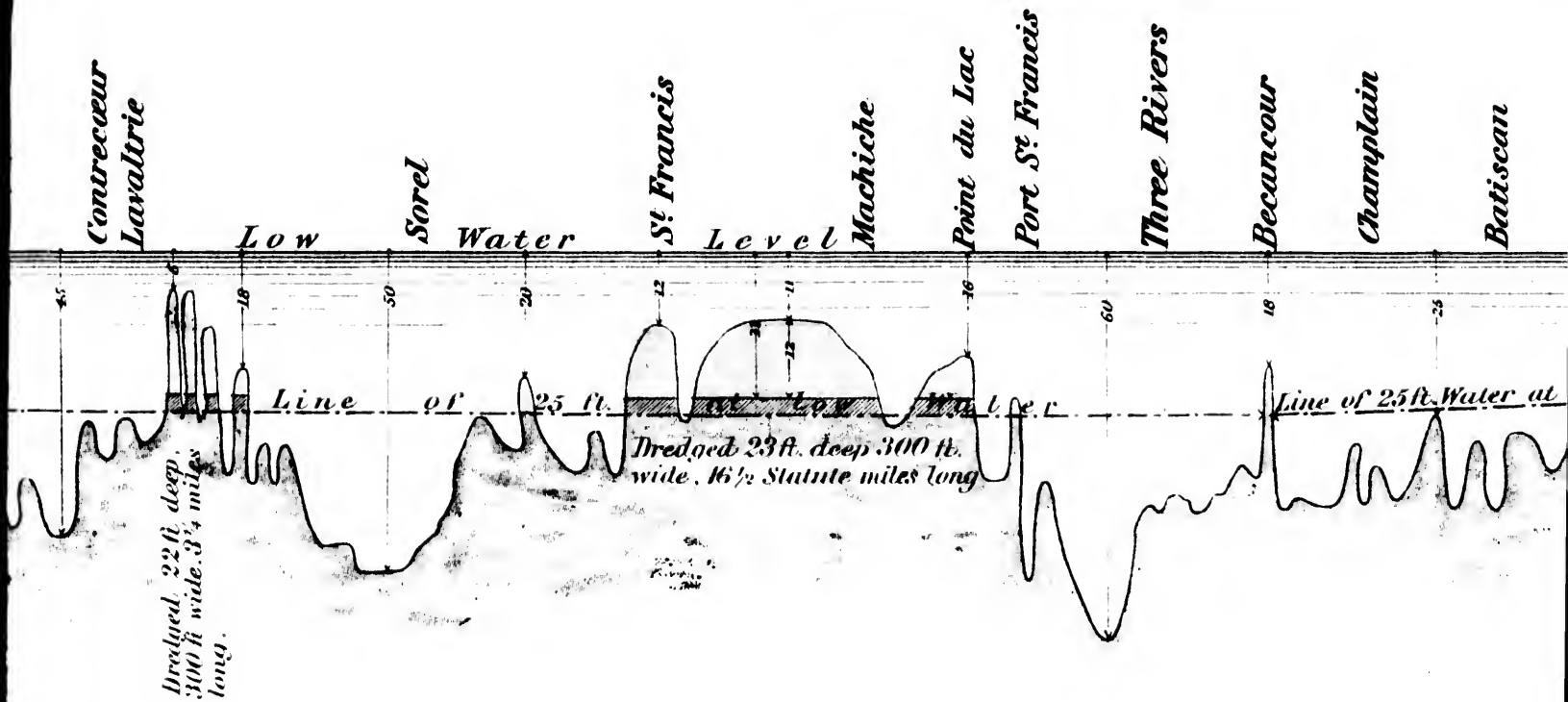


Miles

yards.

Scales - 10 Eng. miles to an inch horizo

PROFILE OF
THE RIVER ST LAWRENCE BETWEEN MONTREAL
SHOWING THE DEEPENING OF THE SHIP CHANNEL
by the Harbour Commissioners of Montreal

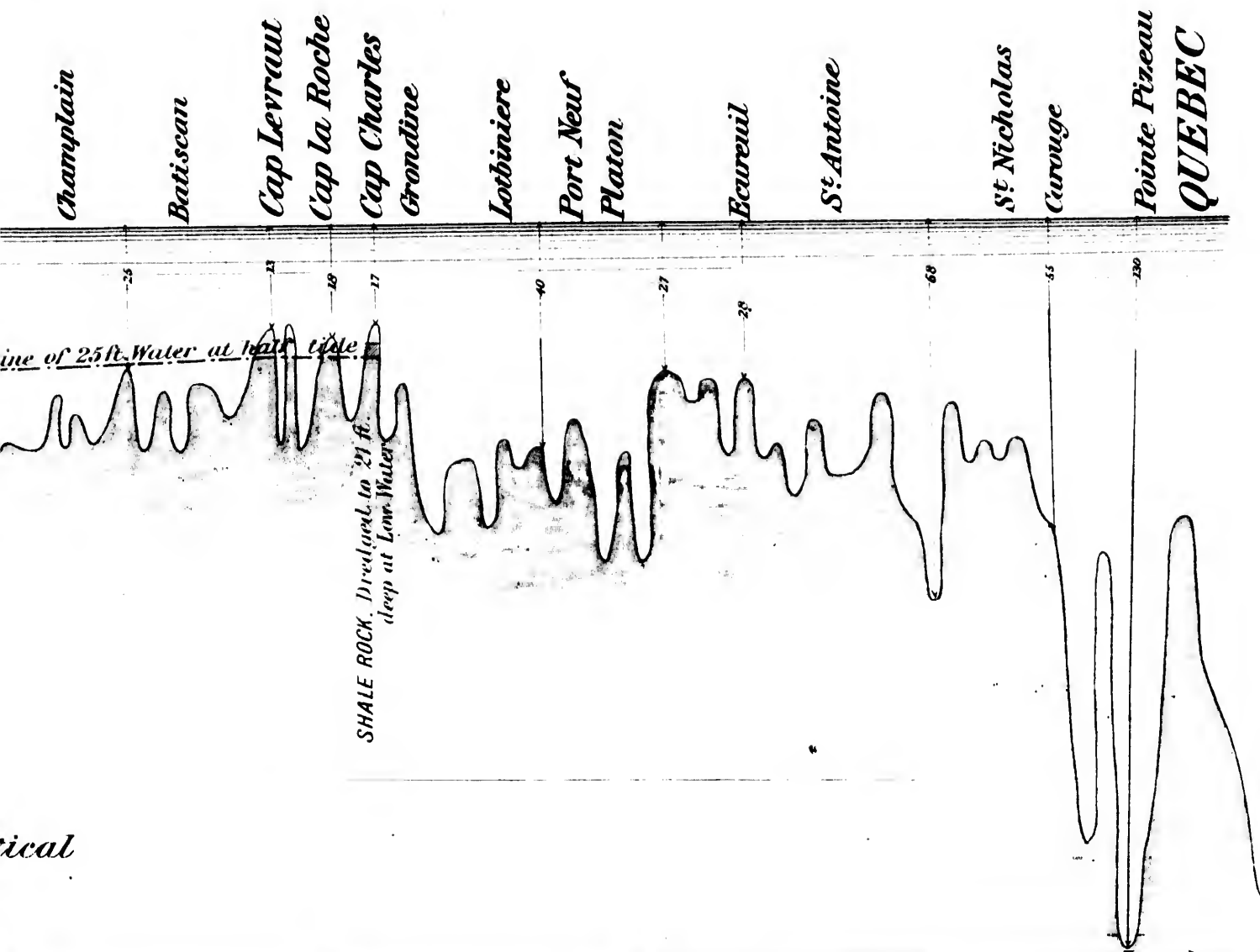


s —10 Eng. miles to an inch horizontal—30 ft. to an inch vertical

MONTREAL AND QUEBEC

SHIP CHANNEL

of Montreal.



tical

Route 100
QUEBEC

SHIP CHANNEL

- Distance from Montreal to Quebec*
- Dredging the Ship Channel begun in 1844 and*
- Dredging resumed in 1851 and continued to 1866*
- Dredging to attain 25 ft. depth resumed in 1875*
- Depth of Ship Channel at low water before dredging*
- Increase of depth effected up to 1866*
- Depth attained in 1866*
- Depth which will be attained in 1878*
- Least breadth of dredged Channel*
- Aggregate length of dredging*
- Expenditure for 20 ft. depth*

Dredging done to 23 ft. depth at low water s
Do. yet to be done to 25 ft. depth

Harbour Commission
Montreal 10

Lithographed by W & A. K. Johnston,



P CHANNEL.

<i>opened</i>	<i>159 Eng. Miles</i>
<i>begun in 1844 and continued to 1847</i>	
<i>continued to 1866</i>	
<i>resumed in 1875</i>	
<i>water before dredging</i>	<i>11 feet</i>
<i>to 1866</i>	<i>9</i>
	<i>20</i>
<i>depth in 1878</i>	<i>22</i>
<i>Channel</i>	<i>300</i>
<i>length</i>	<i>31 miles</i>
	<i>\$1,200,000</i>

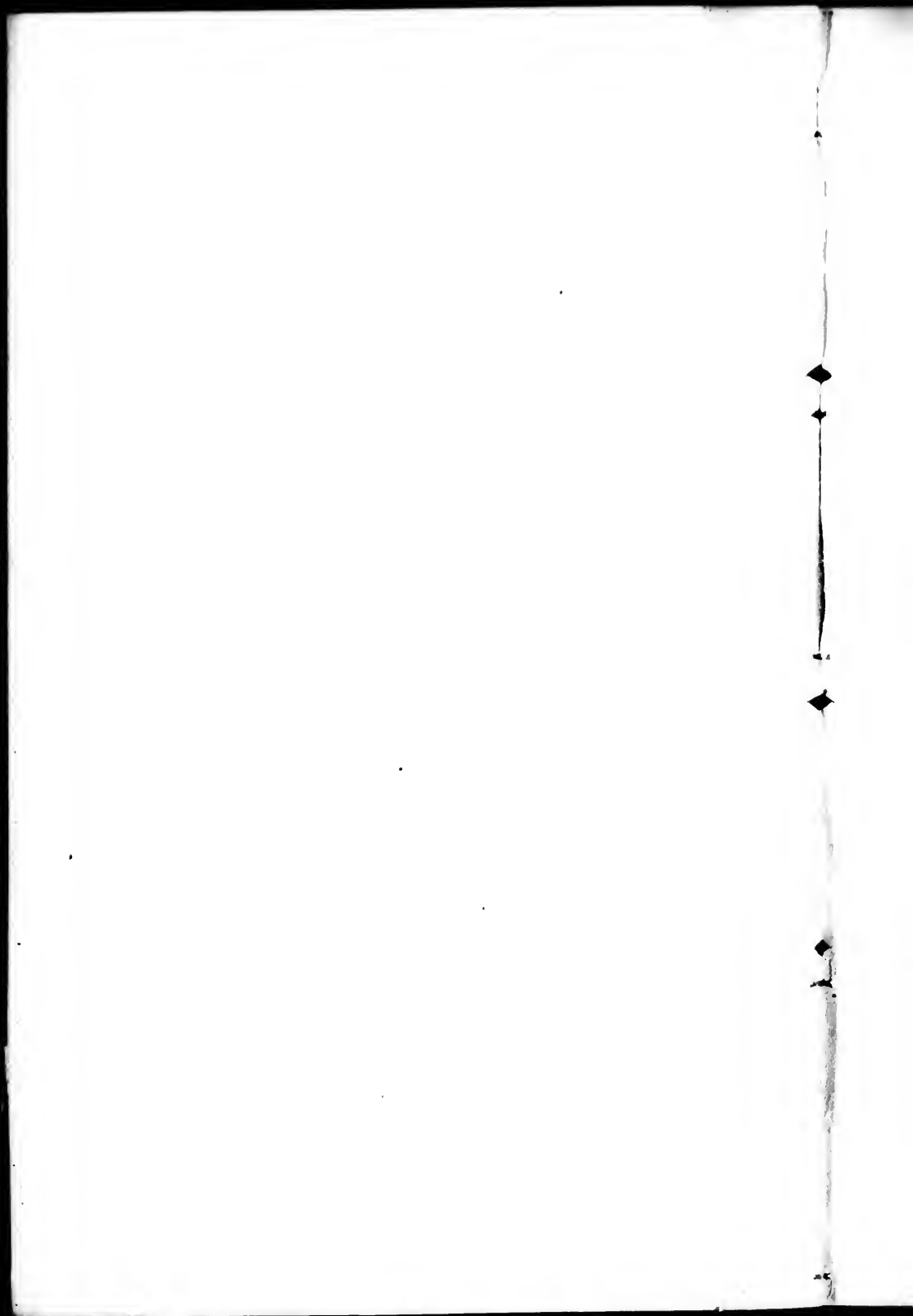
depth at low water shewn thus
25 ft. depth " "



General Commission Offices.
Montreal 1878.



Designed by W & A. K. Johnston, Edinburgh & London



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PORT COLBORNE

Thorold

BUFFALO.

W77 Lockport

LAKE ERIE LEVEL 564 FT ABOVE SEA LEVEL

Welland Canal
27 Locks = 330 ft. Lockage

Port Dalhousie

PROFILL

564.0

LAK

PROFILLE

WELLAND C.

234.0

27 1/2 Miles

370 MILES

360

350

340

330

320

PROFILES OF THE ST



PROFILE OF LAKE ERIE CA

LAKE ONTARIO 160 Miles 234.0' ABOVE TIDE LEVEL

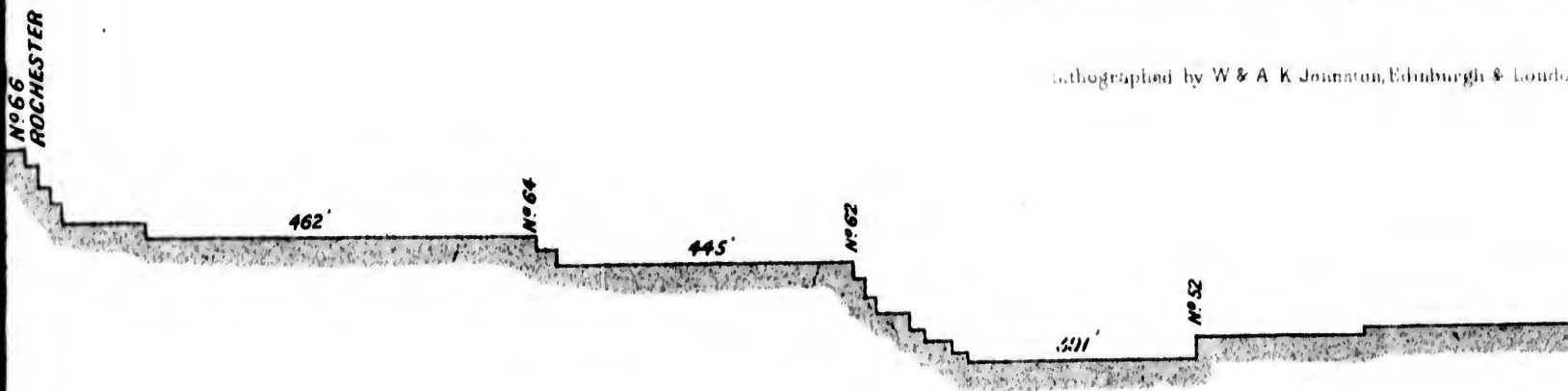
PROFILE OF THE ST LAW

330 320 310 300 290 280 270 260 2

ST. LAWRENCE AND OF THE ERIE CANAL R

*Horizontal Scale 10 Miles to the
Vertical Scale 100 Feet to the 1*

Photographed by W & A K Johnston, Edinburgh & London



CANAL NAVIGATION BETWEEN

TIDE LEVEL

LAWRENCE NAVIGATION BETWEEN

TIDE WATER LEVEL

250

240

230

220

210

200

190

180

234 0

ANAL ROUTES BETWEEN LAKE ERIE AND

10 Miles to the Inch

100 Ft. to the Inch

Jeannston, Edinburgh & London



T W E E N L A K E E R I E A N D

Kingston

ST. LAWRENCE RIVER NAVIGATION 66 1/2 Miles.

B E T W E E N L A K E E R I E A N D

237.0

190

180

170

160

150

140

130

120

ERIE AND TIDE WATER.

COMPARATIVE ST

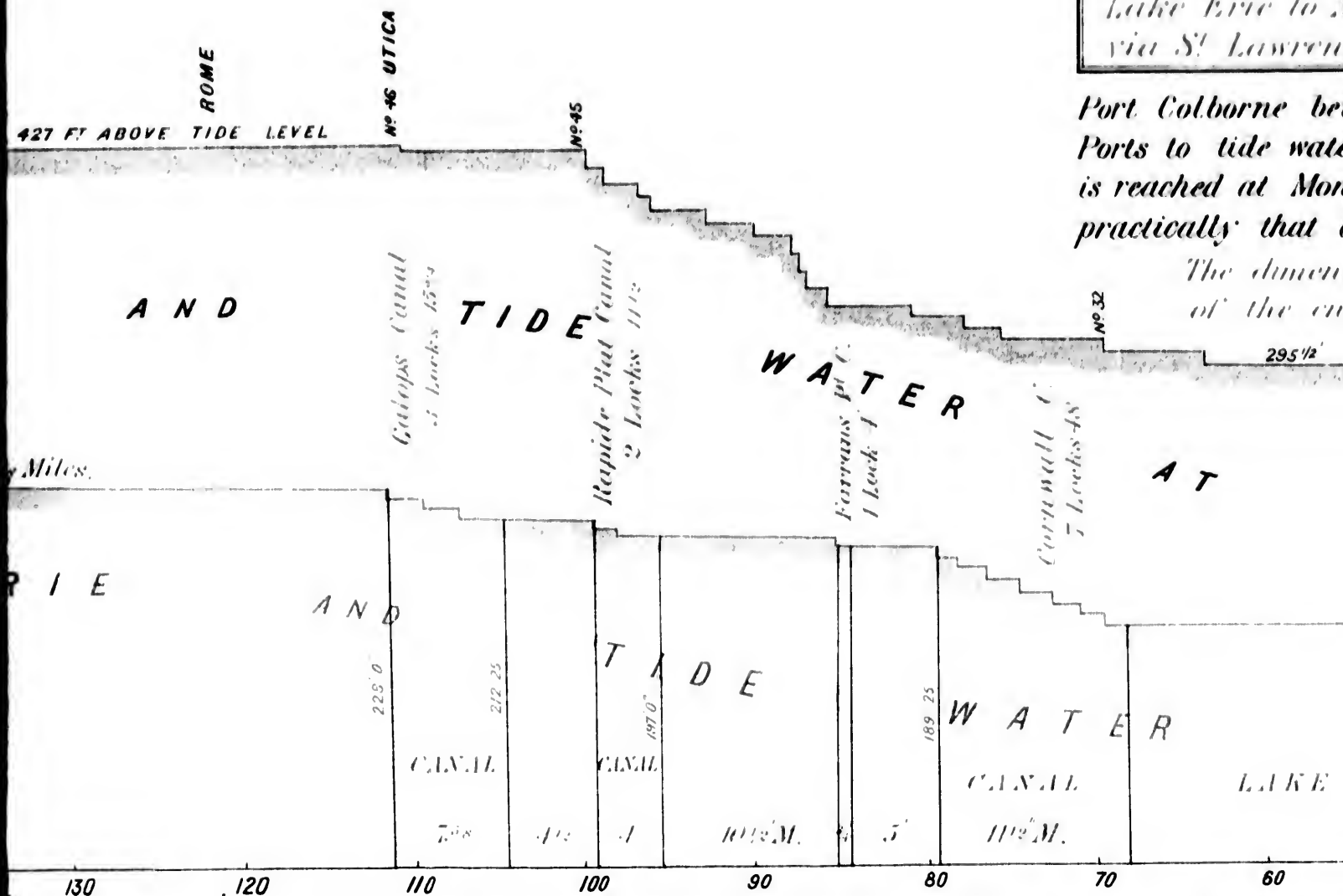
Lake Erie to
via Erie Canal

Lake Erie to
via St. Lawrence

Port Colborne be
Ports to tide water
is reached at Mon
practically that o

The dimen
of the en

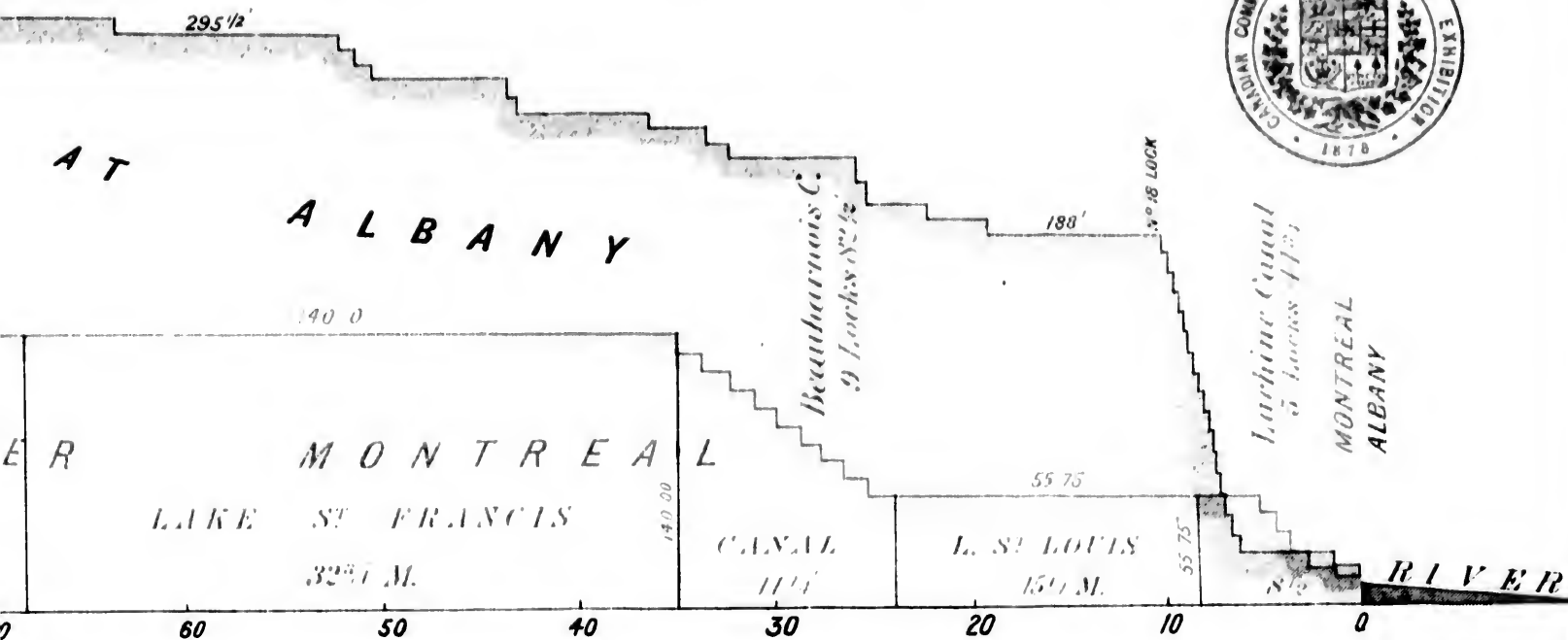
295 1/2'

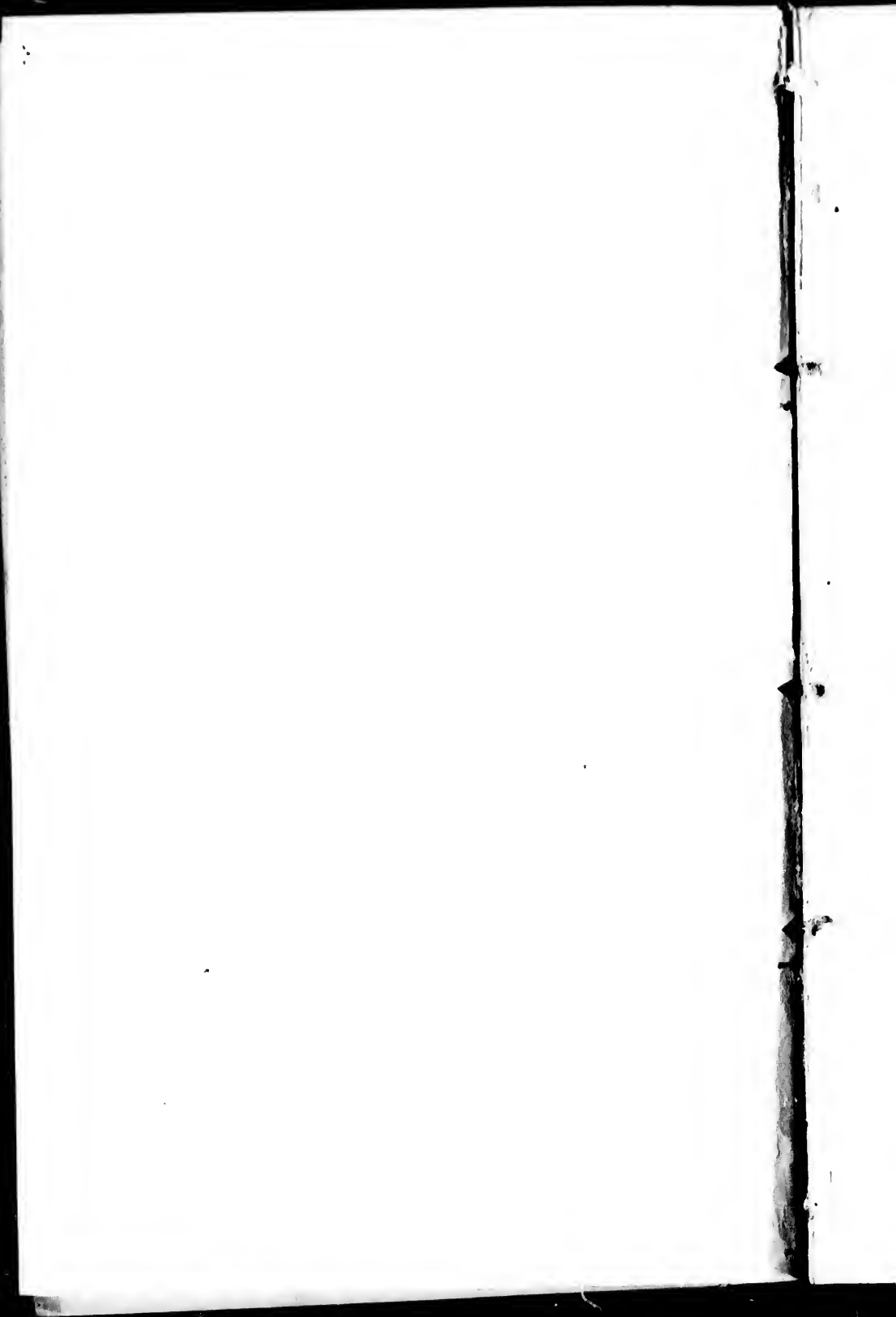


COMPARATIVE STATEMENT.	MILES CANAL NAV.	MILES LAKE NAV.	MILES RIVER NAV.	Nº OF LOCKS.	LOCKAGE DISTANCE MILES.	TOTAL DISTANCE MILES.	DIMENSIONS OF LOCKS. LENGTH. WIDTH.	DEPTH OF WATER.	CAPACITY TONS
<i>Lake Erie to Albany via Erie Canal Nav.</i>	352	..	..	71	654	352	110 48	7	220
<i>Lake Erie to Montreal via St. Lawrence Nav.</i>	71	208	96	51	532	375	270 45	11	1,500

Port Colborne being 20 miles west of Buffalo the distances from Lake ports to tide water by the two routes are about equal; but as Ocean Navigation is reached at Montreal while at Albany it is 150 Miles distant there is practically that difference in favor of the Canadian route

The dimensions of St. Lawrence navigation are those of the enlarged canals now in course of construction.





DOMINION OF CANADA.

MANITOBA, THE CANADIAN NORTH-WEST,

AND

ONTARIO.

CONTENTS—

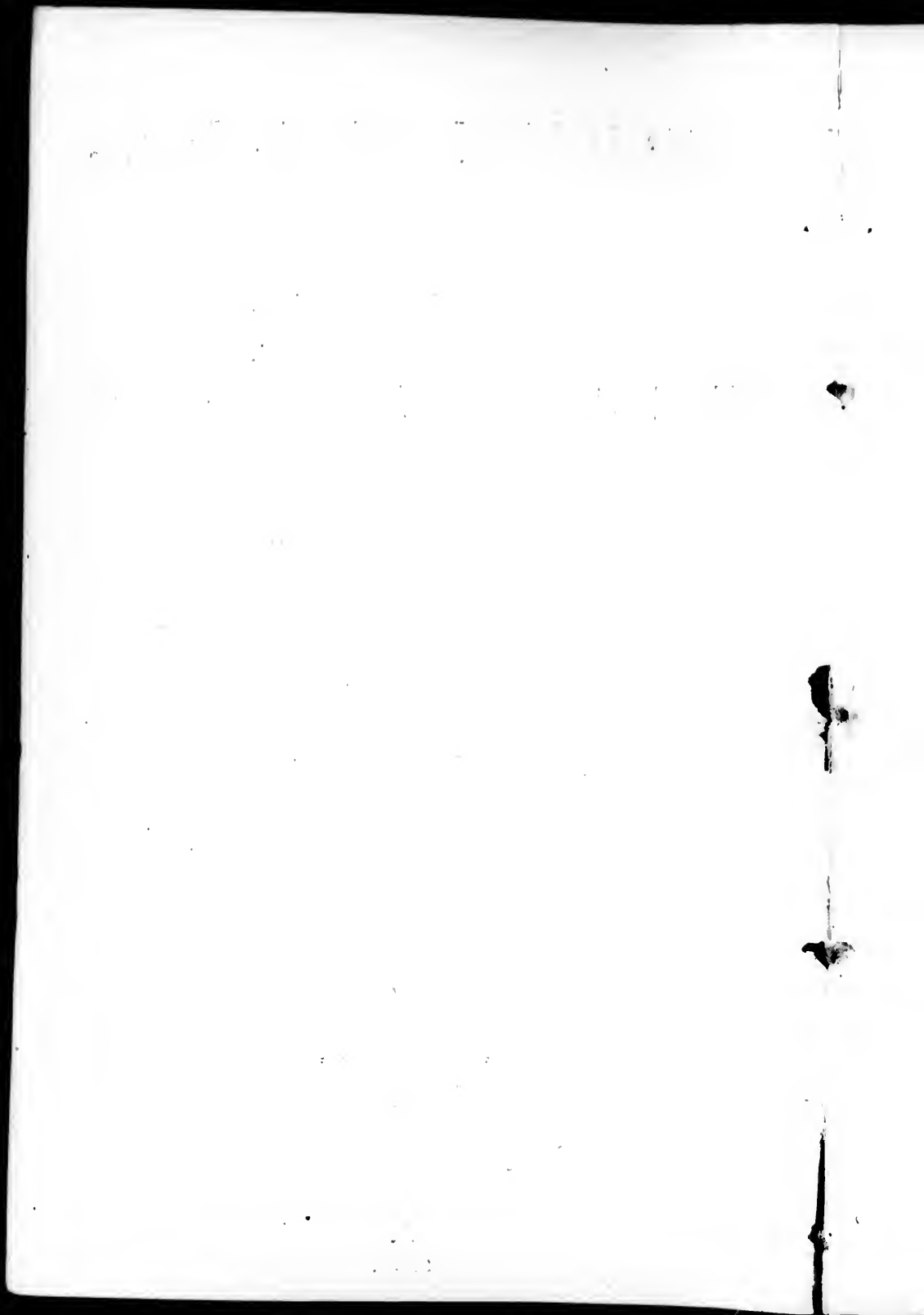
Introductory, MANITOBA, Homes of your own, British Farmers' Delegates' opinion of Canada, Description, Climate, Soil, Fertility of the Country, Inducements for Settlers, Free Homes, Prairie and Wood Lands, Price of Improved Farms, Stock Raising, Average Returns of Crops, Cost of Farming, The Buffalo Half-breed, Canada Pacific R. R., now building, Labour, Wages Paid, Cost of Provisions, Clothing, &c., Lakes and Rivers, Fuel, Coal, Game, Grand Sporting, Fish, Distances from Liverpool, ONTARIO, City of Toronto, Northern Lakes, Free Lands, Cost of going, What to take, How to go, When to go, Letters from Old Country Farmers, Who should go, &c., &c., &c.

BY

GEO. H. WYATT,

TORONTO, CANADA.

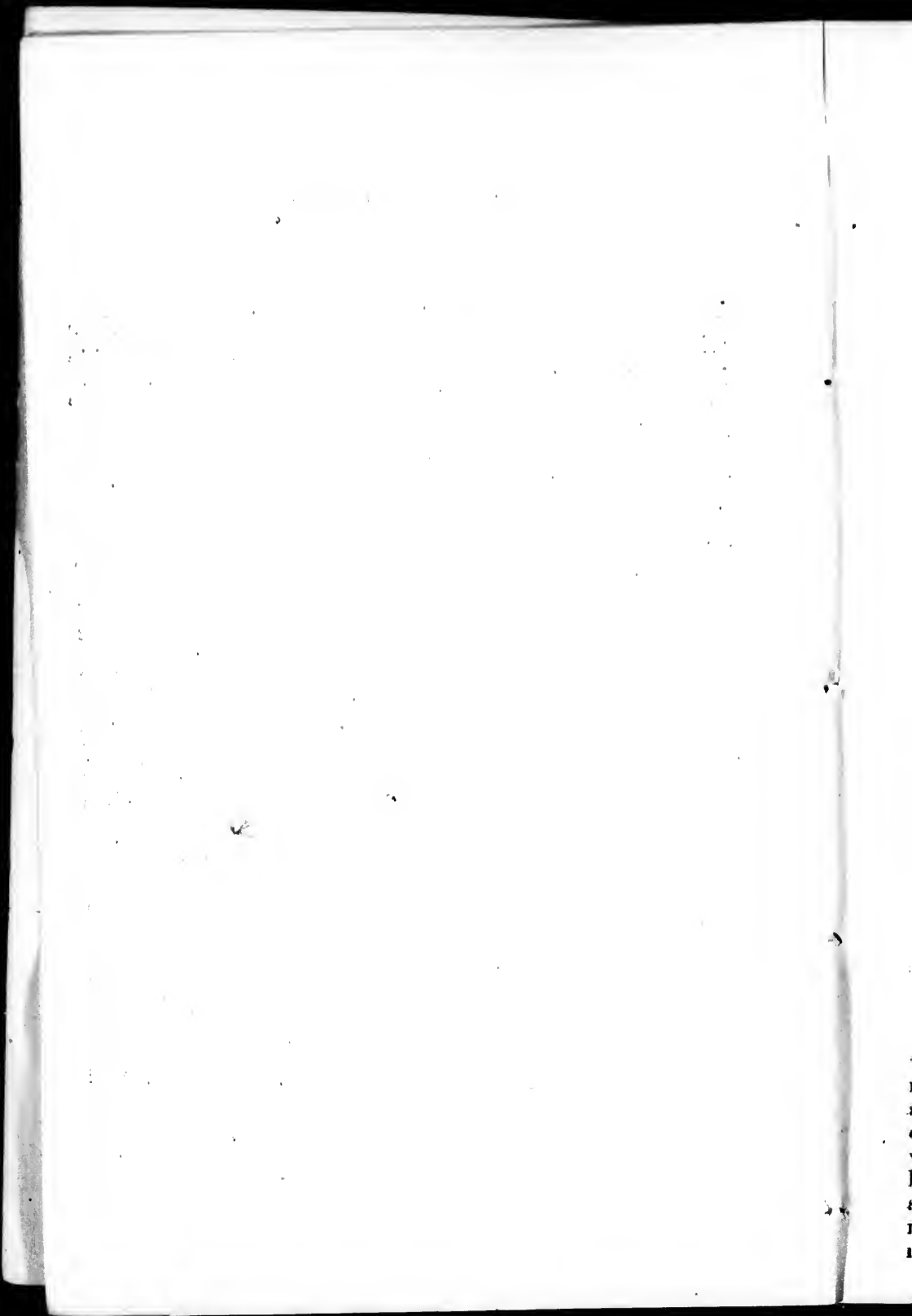
—
1880.



P R E F A C E .

THE compilation of this little work has been undertaken with the desire of conveying really useful and valuable information to intending settlers in, or travellers through, Canada, Manitoba, and the great North-west. The points kept steadily in view have been to give accurate information respecting the character and resources of the various districts of the Dominion ; and to offer such hints as to what to take—what to leave behind—how to go—how to pack and, indeed, all those odds and ends which the guide books generally contrive to omit, but which are of the utmost use. A residence of nearly 30 years in Canada, an intimate connection with leading railroad and steam-ship lines throughout the Dominion, and having answered thousands of questions from intending settlers, have especially qualified the compiler for the work he has undertaken ; and he sincerely trusts that the bulk at least of the practical information so much needed by those looking out for new homes in the great North-west, or in the older Provinces, will be found in the following pages. Many valuable sources of information have been put under requisition, and space will not admit of a detailed list. It is hoped, however, that all the writers whose labours have to some extent been appropriated, will accept this acknowledgment.

G. H. W.



DOMINION OF CANADA.

MANITOBA.

Before entering into a description of the New North-west Territories, of the Dominion of Canada, it may be as well to answer a question frequently asked, "Why this great and magnificent country has only been lately brought before the notice of the World?" It would occupy too much space to answer fully all that could be explained. For over 100 years, this vast country was held by the Old North-West Company, until 1826; then it became the property of the present Hudson Bay Company, who in 1870 sold it to the Government of the Dominion of Canada, retaining certain portions of the land. During the occupancy of the N.W. Company, it was the policy to keep the fur trading, in their own hands, and no one could remain in the country many days without its being known to their Agents and Traders. But since 1871, when it became the property of the Government, and a large staff of Engineers, &c., was sent to survey the route of the great Canada Pacific Railroad, of nearly 1,700 miles in length, through the heart of this great Province, and their reports with those of the pioneer settlers who followed into the country became known, it was then discovered to be the finest Wheat-growing and famous Territory in the world, and the thousands of settlers who are yearly pouring into this new country all endorse that opinion. Nearly 200 million acres of fertile land has been discovered to be contained in this New Manitoba, and Canadian North-west, which is now being offered to those seeking new homes and independence, from the overcrowded cities and countries of the Old World. Who does not wish for

A Home of their own?

Any one conversant with manufacturing districts will be struck with the almost universal yearning among the better class of mechanics and operatives engaged in the works, to possess a farm—a home of their own—a place for their children, a retreat for their declining years. It is the end of their ambition, the object for which they deny themselves present luxuries and gratifications and lay by their earnings. The hope of accomplishing this end, of possessing a portion of the all-bountiful earth as their very own, has nerved the arm, sustained the energy, and encouraged the heart of many a toiler in the shops, the mills, and the furnaces of our manu-

facturing towns. It is the home instinct—a noble impulse; and the man who labours with this end in view is a happier man, a better husband, a kinder father, and a more valuable citizen. Can this end be obtained? Land is too high in price in England to be purchased and paid for by their accumulated savings, and sometimes too poor in quality to justify a partial payment, with the hope of earning the balance on the farm. But it can be done in Ontario and Manitoba. Thousands of people living on their own farms, in independent circumstances, happy and contented, with no fear of the wolf's coming in at the door, commenced with scarcely any means at all. The man who has saved £100 has capital sufficient, if supplemented by a fair share of pluck and energy, to secure the land and make an excellent beginning in the North-west. Many have done this with much less, and succeeded well; a larger sum would be an advantage. With land secured, a small house erected, a few farming tools and live stock, oxen, cows, hogs and poultry, in a country of fertile soil and genial climate, a man is thenceforth independent. Times may be "hard," money scarce, and he handle but little of it, but food and shelter are secured. He is his own master and employer. Banks may break, merchants fail, and manufactories stop, but so long as the sun continues to shine, and the rains and dews of heaven to water the earth, his home and support are sure.

Besides a rich soil, a healthy and—for the hardy populations of northern and central Europe—a pleasant climate, law and order, and all the advantages of British connection, Manitoba offers other inducements to the emigrant. Each Province presents special inducements, but no part offers so many as Manitoba. The land farther west and to the north-west is equally good, but, until opened up by railway or steamboats, it is comparatively valueless to the settler; for there is little use in raising stock, wheat, or potatoes, if they cannot be conveyed to market. But Manitoba is now within reach of the emigrant, and there is a good market in Winnipeg. Houses are springing up in all directions with a rapidity known only in the history of western towns; and the demand for provisions, stock, farm implements, and everything on which labour is expended, is much greater than the supply. We now stand on a more favourable vantage ground than before, not only positively but comparatively, for our vast virgin prairies are thrown open, while there is but little good land left in the United States available for settlement under the homestead laws." The great lines of communication from the seaboard are beginning to touch our North-west territory; and if we act with the vigour and wisdom of which our neighbours have set the example, the ever-increasing current of emigration from the Old World must flow into Manitoba, and up the Assiniboine, and Saskatchewan rivers. Until our North-west was opened up and proved to contain farms for the million, we could not well compete with the United

States. What the mass of emigrants wanted was prairie soil, and that they could plough at once without the tedious and exhausting labour of years required in woodland farming, chopping, rolling, burning, grubbing, and levelling.

A fact to be remarked is that the farmer who migrates from the British Islands to any part of Canada does not change his flag, nor does he, except to a very slight degree, change his mode of life nor his companionship. He goes among his own people, to conditions of life and society the same as those he leaves behind. He is not obliged to swear—before he can exercise the rights of citizenship, or in some States hold land—that he “renounces for ever all allegiance and fidelity” to his Sovereign and the land of his birth.

The following is a very important clause in the “Homestead Act” showing how advances may be secured when made by those who wish to assist intended settlers as friends or sending out others to form a colony:—

“The expenses, or any part thereof, incurred by any person or persons, for the passage money or subsistence in bringing out an immigrant, or for aid in erecting buildings on the homestead, or in providing farm implements or seed for such immigrant, may, if so agreed upon by the parties, be made a charge on the homestead of such immigrant, and in case of such immigrant attempting to evade such liability by obtaining a homestead entry outside of the land withdrawn under the provision of the next preceding section, then, and in such case, the expense incurred on behalf of such immigrant, as above, shall become a charge on the homestead so entered, which, with interest thereon, must be satisfied before a patent shall issue for the land, provided as follows:—

(a.) That the sum or sums charged for the passage money and subsistence of such immigrant shall not be in excess of the actual cost of the same as proved to the satisfaction of the Minister of the Interior.

(b.) That an acknowledgment by such immigrant of the debt so incurred shall have been filed in the Dominion Lands Office.

(c.) That, in no case, shall the charge for principal moneys advanced against such homestead exceed in amount the sum of \$200.

(d.) That no greater rate of interest than six per cent. per annum shall be charged on the debt so incurred by such emigrant.”

Extracts of the opinion of a few of the Delegates, sent from England, Scotland, and Ireland, to report as to the Dominion of Canada, as a field for settlement for Tenant Farmers (just published.)

Mr. JAMES BIGGAR, the Grange, Dalbeattie, Kircudbright, says:—“We now come to the question of emigration. I feel that there is much responsibility in answering that question. I am satisfied that some men with capital could not make more of it

i Canada than in this country. I think there is most money to be made in the North-west, but even in Ontario and the other provinces I think prospects are good. I do not advise people who are doing well here, with a prospect of providing for their families, to change; but those who are working for nothing, and especially those who have a working family, need have no hesitation in going to Canada. They will find in many parts of it as good farmers, as good houses, as good schools, and as good neighbours as they have here. They also will remain under the British flag."

"On the whole, I was favourably impressed with Manitoba, and the other delegates I met expressed the same opinion. No one who sees the immense extent of fertile soil and the excellence of its products can doubt for a moment that there is a great future before that country. Nearly every one we met who had seen anything of the North-west spoke of it in glowing terms; and though it is necessary to allow considerable discounts on the statements of those who have not much experience in agriculture, we were satisfied that settlers with industry, experience, and some capital, could not fail. A man with £100 can make a start on a homestead; a man with £200 to £300 can start well; but as a rule, men with most capital have the best chance. Stock do well, but require shelter and hay in winter. There is a good home trade in cattle, large numbers being imported at present from Minnesota. The cattle we saw in Manitoba were good and strong, rather short of breeding, but infinitely superior to the Texas and native Colorado cattle we afterwards saw in the Chicago markets. We think Galloway cattle would suit the country well."

Mr. JOHN LOGAN, of Legerwood, Berwickshire, says:—"My opinion is that this is the country for British farmers to go to, as if we remain much longer at home our means will be all gone. Every year it is being drained away, and landlords make no concession. We are all aware that a bargain is a bargain; but if landlords would show a little consideration in such bad times as we have of late years experienced, they would be no losers in the long run. We had no idea, when we entered on our present leases, that we were to have such a succession of bad seasons, and, combined with this, the great increase of wages and tradesmen's bills. Few farmers will be able to renew their leases. In their determination to get all their rents, landlords are only killing the goose that lays the golden eggs. My advice is, that as long as we have a little capital left, to secure some of it in that country beyond the Atlantic, where plenty of land can be bought from the Canadian Government for one dollar per acre, equal to 4s. 2d. British money. Notwithstanding all the beauty of Ontario, I must give a preference to Manitoba as the place to which we farmers must all emigrate. Any one going to Manitoba having £160, can take up one-half section (320 acres of land), viz., 160 acres homestead, which he gets free from the Canadian Government by agreeing to reside on

the property and cultivate it for three years ; he can also take up another 160 acres, 'pre-emption,' for which he has to pay 4s. per acre, payable by instalments, being payable at the end of three years."

Mr. GEORGE COWAN, Glanluce, Wigtownshire, says :—" First in order comes Manitoba and the North-west, in which I spent the first few weeks of my visit to Canada. This immense tract of country, the extent of which seems boundless, has only become known to the outer world during, I may say, the last decade of years, and it is a matter of wonder that the fertility of its soil, and its capabilities as a wheat-growing country, should so long have remained unknown, seeing that it has been in possession of the Hudson Bay Company for upwards of 200 years. At present this great country, which is supposed to be capable of sustaining a population of upwards of 80,000,000 of people, is comparatively speaking, almost unoccupied. During my short visit (and I was only able whilst there to travel over about 500 miles of its prairie lands, and my remarks, it must be borne in mind, are only strictly applicable to what I saw) I was very highly impressed with the fertility of the soil, some of it being without exception the richest I have ever seen, and I have little doubt it will continue for many years to produce excellent crops of grain without any manure, and with very little expense in cultivation ; and I would say to any one blessed with health and strength, who is possessed of moderate means, and who is of sober and industrious habits, that in Manitoba or the North-west he would have no difficulty in realising a competency in a very short time, and in many cases, in a few years, a fortune."

Mr. GEORGE HUTCHISON, of Brougham Castle, Penrith, Cumberland, writes of Manitoba :—"The snow goes away, and ploughing begins some years as early as the 1st of April, but generally not until after the 15th ; the crops are harvested in August, the long sunny days of summer bringing vegetation to a rapid maturity. The buffaloes winter in thousands on the immense prairies of the Canadian North-west ; the half-breeds and the Indians camp out in the open plains during the whole of the winter with no shelter but a buffalo skin, tent, and robes. When I was there in the middle of October, I slept in a tent for ten nights and felt no inconvenience from cold or anything else.

"The chief peculiar advantage of Manitoba as a field for settlement is the combination of prairie and woodland, the full advantage of which I should think can only be fully appreciated by those who have had practical experience in clearing off and cultivating a new farm in a thickly-wooded country ; that the existence of great areas of treeless prairies is a disadvantage there can be no doubt. This disadvantage is more than balanced by the ease with which the land is cultivated in comparison with heavy-wooded lands. When a man is doing well at home, and sees his

way to continue to do so, great caution should be used in advising him to emigrate; but this I do say, that there are many farmers in England, especially those with little capital, who could improve their position by going to Manitoba if they are not unwilling to undergo the hardships necessary to those who live in new countries. What capital would be required with which to commence to farm in Manitoba? is very frequently asked. The answer entirely depends upon surrounding circumstances. A young man without family, willing to work and save and rough it, would secure himself a home in a few years, without almost any capital. He would have to work for other parties part of the time, and then hire help again in turn to assist in putting up a small house. After that he could plough and fence in a few acres for a crop in the following spring, and thus in a short time he might become comparatively an independent farmer. A farmer with a family desiring to start with a fair amount of comfort should not have less than £300; on the other hand, a man may take considerable capital and start in a large way."

Mr. ELLIOTT, of Hollybush, Galashiels, writes:—"The Dominion of Canada, from the energetic nature of its people and boundless resources of every kind, has a great future before it. With regard to farmers emigrating to the Province of Ontario, or the Eastern Townships, Province of Quebec, I have not the slightest hesitation in recommending them to do so; as I am satisfied, from what I saw, that men with moderate capital could do better than they can at home; and that for several reasons. In the first place, you can buy and stock a farm for little more than it takes to stock one at home; then there is no rent to pay, and taxes are very light; they do not exceed from 4d to 10d per acre, according to the value of the property. You can make the most of the land by growing the most profitable crops, and those best suited to your soil and climate. There you have no lawyer factor prescribing in a long antiquated lease, which almost no man can understand, what crops you shall grow, and what seed you shall sow, as if you did not understand your business better than he is able to teach you, and, generally speaking, binding you to protect the landlords' hares to eat your own crops. In my own case, however, I have been very liberally dealt with, both as regards cropping clauses and game. Again, a man going there with a family can get a first-class education free for his children, which at home costs a great deal of money. I consider their educational system one of the best possible. In a new country there are many more opportunities and openings turning up than there are in an old country, that young men of intelligence and enterprise can take advantage of. Regarding men with large capital and wishing to farm extensively, I do not consider the older provinces so well suited, as a difficulty would be found in getting a large tract of land in one block at a moderate price. From all accounts, and I have the best information from practical

men, Manitoba, or the North-west territories would be the best place for farming on a large scale; and I would say these are also the places for a poor man. There he can get 160 acres of land free; and if he has a family, each member eighteen years of age gets the same; so that he has a large farm at once, his own property for ever, and no rent to pay."

Mr. SNOW, of Pirntaton, Midlothian, says:—"As to the extent of this land, that is Manitoba, with ten millions of acres. There, stretching to the west and north-west, is a country estimated to contain 176 million acres of fertile land, which must in the very near future produce largely the food required in other parts of the globe. As to the right sort of people to go out, that largely depends upon circumstances; for working men there will be employment on railways for some years; the pay when we were there was 6s. per day, and the contractor fed them for 12s. a week; but in winter they would require to go to other employment, such as wood-cutting. For young men, say if two were joining together having £500 to £1,000, they would do well either wheat or cattle raising, but they would require to be cautious as to their start. It would not be lost time boarding themselves out for a season with a farmer before making their final selection, and they must make up their minds to rough it. It seems to me to have a great future before it for cattle-raising, especially well-bred young stock, which could be fattened in Ontario and then shipped to this country. All the cattle seen, although going on dry withered grass, as the prairie was when we were there, looked healthy and in good condition. There was any amount of hay to be got for the cutting; and the country is so adapted for the cutting with machine, that no provision need be made, but a man at once goes in and outs away."

Mr. R. W. GORDON, of Annan, Dumfriesshire, writes:—"I now come to the important question—Is Canada the place to emigrate to? and, if so, which of her provinces is the most desirable? The first question I will answer in the affirmative, (1) because of its boundless extent of cheap and at the same time fertile lands; (2) because of its proximity to our own country, and therefore to the best market in the world; (3) because of the similarity of its people to ourselves; and (4) because of its loyal allegiance to the British flag. The traveller's first idea on gazing across the vast prairie lands is that it deserves the name applied to it, or rather to the whole North-west, by Lord Beaconsfield, when he called it 'that illimitable wilderness.' But upon a closer examination he sees that beneath that surface of dried grass or ashes, consequent from the frequent fires, there lies hidden a treasure in fertility of soil, which when developed will sustain millions of the human race. All prairie lands are, you may say, almost level, and this Province forms no exception to the rule. It may not be out of place to remark here that Canada, and especially the smaller

cities in the Province of Ontario, is a good country to which people with families and limited incomes might emigrate. They would have the advantage of good and cheap schools, their cost of living would be much less, and they could invest their money to greater advantage than in this country. Seven to nine per cent., according to the ability of the lender, can be made with perfect security, and it is estimated that a family spending £300 a year at home can live as well there for £200. There is also a wider field in which to start young people in the world. Canada is a country in which no one says he cannot work, but where every one says, 'To beg I am ashamed.' Perhaps this is the reason there is not a poorhouse in the Dominion."

MR. WILLIAM RIDDEL (Ex-President of the Scottish Chamber of Agriculture,) quotes from letters received from his sons in Manitoba.—"The classes required here most are farmers with capital, farm and railway labourers, and domestic servants. At first we did not know how we were likely to succeed; but now we are in a position, from our own experience and observation, to advise any plucky industrious man, with £500 to £1000, to come out here.

"The land is our own; we can farm as we like, sell what suits us best—either the land or its produce—hunt and sport without hindrance, neither law nor contract preventing. All this sweetens labour very much, however. All who may think of coming here ought to make up their minds to rough it for a time; but with capital, patience, pluck, and perseverance, no man need be afraid of making a good thing of it. With no rent and almost no taxes, we have the prospect of doing much better here than in the old country."

MR. GEORGE WILKEN, of Aberdeenshire, writes regarding Manitoba:—"Here also anyone from this country will find a few of his countrymen, even Aberdonians. He will find a good difference from home, and must be prepared to rough it for a start. He will only find churches and schools near the town at present. He will not find the many running burnies as at home. In short, he will have the carving out of his own fortune in a new land. The materials are there to his hand, and the Government present him on entry his choice of 160 acres of as good land as the world affords. A hard working man with a growing family might face and get over the difficulties of a pioneer's start, landing with a hundred pounds in his pocket, many have done it with nothing; with five hundred he would soon be independent. A man with means can buy as many sections as he pleases from one to five dollars an acre, and can invest his spare cash safely at from 10 to 12 per cent., at any rate on a first mortgage over houses and lands taken at one-half their value; and I do not think a safer investment could be found than lending 2s an acre on land, and that only when a man has settled upon it, built a house, and broke up so much. I have good authority for stating that a farmer can easily afford to pay

12 per cent. interest for money rather than allow his land to be comparatively waste. That it is a country with a great future before it I have no doubt, and I also believe it will be settled up with a rapidity unknown even in the United States. That 30,000 emigrants and their families went into it last year, there is no doubt; and that possibly double that number will go in this year, I believe there is less doubt.

"That it is pretty hot in summer, with some mosquitoes for a few weeks, there is no doubt; that it is pretty cold in winter there is also no doubt. I can only speak of the thermometer at zero, which we had for a few days, and can say I did not feel nearly so cold as I have done since I came home, with the thermometer at 26 degrees, the air was so pure and still and the sun so bright."

Mr. ROBERT WALLACE, Nithsdale, says:—"As to the class of men who should go out to Her Majesty's North American possessions. I should say, in the first place, if a man is getting on at home, and sees his way to continue to improve his fortune, let him remain where he is 'and let well alone;' but if he cannot succeed, and is again starting, as it were, at the foot of the ladder, by all means go, if he makes up his mind to rough it, and is possessed of energy and perseverance, and is not lazy or drunken; all these qualities are positively necessary for one going to a new country. A shiftless individual is of no use, and a lazy man is not a bit better, for whatever style of farming one adopts, be it a homestead of 160 acres, where all the work is done by the farmer himself, or a large wheat farm of some thousands of acres, personal presence and constant superintendence is necessary to insure success, and to transfer the balance from the wrong to the right side of the cash-book. A man past the prime of life should not think of going, at least for his own comfort—if he has determined to sacrifice himself for the sake of his family it is quite a different matter. It is a mistake for any one to go and buy a farm, or settle himself, without first living at least a year in the country, to get into the ways of the people, and gain the necessary experience to get along with, in place of paying for it as he goes on. It is said that bought experience is the best, but even bought experience may be too dear. There is no opening for clerks or men of letters, unless they turn to and hold the plough, and it is better for the settler himself, more especially after a time, if he has been accustomed in youth, to work on a farm."

Mr. CHAMBRE, of Tyrone, says:—"I have no hesitation in recommending Manitoba and the Canadian North-west to my countrymen as the best place for a man to go to who wants to earn money and is not afraid to rough it for a time. He will have many discomforts for the first year or so, will be annoyed, I dare say, by mosquitoes and black flies for about three weeks in the year, but even these pests give way before civilization, and will, I have no doubt, ere long disappear. I believe any man determined to work and push on, even though he has not a penny to start with,

will succeed here, as wages are good ; but the man who has £100 clear to begin with will do better, and the one who has £200, or £300, or more, will do better still and be saved many discomforts. There are numbers in the North of Ireland, disputing about small pieces of land and paying large amounts for tenant right, who for half the sum in Manitoba would become the owners of land, one acre of which would be worth two of those they fight so much about. For the man who has a large family, or wants to farm extensively, *Manitoba* is the place."

Mr. WELSH, of Eskdale, says :—" The continuous increase of population, and the fact of there being in our island home no new lands to fall back upon, make it imperative that the agricultural class should be frequently decimated by emigration. At no previous time had these considerations greater force than now, when a period of over-competition and high rents has been followed by several seasons so disastrous, and when, in addition, there has been such a rapid development of the almost unlimited resources of this very continent in the immense and ever-increasing importations of agricultural produce of all sorts. If then emigration be a necessity, the question remains, where should farmers go ? The thoughts of everyone must naturally turn first to Canada, as being the most accessible of all the British colonies ; but let me give a word of warning, namely :—that no one with a moderate capital should expect to become rapidly wealthy by buying land and farming it in Ontario or the Eastern townships. To the farmer with from two to five hundred pounds in his pocket, who may think of going to Canada, I would say, you will find plenty of partially-cleared farms for sale at all prices, and I would advise you to look well about you ere you buy, as you will be none the worse of even a year in the country working to others, and if willing to rough it a little for a time, by all means go to the North-west at once, and I am pretty sure you would soon find yourself not only your own Laird, but independent."

Mr. IRVINE, of Bowness-on-Solway, writes :—" Canada is a pleasant place to live in. Heavy soil requires tile drainage, but the bulk is naturally dry and never will require draining. Wood and coal are used, chiefly wood." Speaking of the minerals, he said, " of gold, silver, copper, iron, galena, plumbago, antimony, manganese, granite, marbles, slates, burrstones, bones, phosphate of lime, salt, petroleum, and peat had been found in different districts. Lately large discoveries of coal fields had been made in the North-west Territory. Coal is found to crop out on the surface of the country for hundreds of square miles. There is plenty of game. The Government keeps a register of all farms sold in each county. In April, May, or June is the best time to go out. The labourers mostly live in farm houses. The cultivation of prairie land has not had any effect on the prices of produce grown on cultivated land ; this is accounted for by the continual influx of emigrants, who, of

course, augment the consumption of the country. There is really no rotation of cropping; the crops generally cultivated are fall and spring wheat, potatoes, turnips, mangolds, beets, carrots, Indian corn, other vegetables little known at home, and a little of nearly all kinds of fruit. Blacksmiths, joiners, and coopers receive from 4s. to 6s. daily; husbandmen and labourers from 12 to 20 dollars per month with board. Ploughing is similar to that in this country."

THE GRAIN PRODUCING PRAIRIES OF THE BRITISH NORTH-WEST.

The greatest wheat-growing region in the world is now being opened to settlement. The largest and most productive portion lies within the British Province of Manitoba in North America. It is sufficiently prolific, when fairly cultivated, to make England independent of the United States for breadstuffs, and to create a powerful rivalry with them elsewhere. On both banks of the Red River of the North, from its source to its entrance into Lake Winnipeg, and on both sides of the international boundary between Canada and the United States, exists this territory. Thence the fertile belt, of which it is the eastern extremity, sweeps in a north-westerly direction some 300 miles along the course of the two Saskatchewan rivers and forward to the Rocky Mountains of the West, embracing an area, says a writer in the *Nineteenth Century*, of at least 200,000,000 acres, nearly the whole of which is to-day untouched prairie of the richest description. Since the construction of the Northern Pacific Railway has been resumed, this region has been made accessible by the trunk line and lateral roads, to immigrants. Within a few years the city of Winnipeg, at the junction of the Red River and the Assiniboine, has sprung up from an Indian post of the Hudson's Bay Company to be a well-built town of 11,000 inhabitants; steamers have been introduced into the two rivers that unite at her wharves, and a continuous railway, 460 miles long, connects this Canadian city with St. Paul, the capital of Minnesota. In seven months, ending March 31, 1878, there were sold by the United States government and the railways in Minnesota and Northern Dakota, 2,550,000 acres for actual and immediate settlement. In Manitoba and the Saskatchewan district, across the Canadian boundary, 3,000,000 acres of wheat land were allotted last year to actual settlers in this Province alone.

The settlers in the Red River region are of the most substantial character—well-to-do farmers from the older States, from Iowa, Wisconsin, from Canada, and especially from the best parts of Ontario. The dominant nationalities settling on the farms are

Americans, Scandinavians and Canadians in about equal proportions. They have been attracted to this comparatively remote part of the North-west by the peculiar advantages of its soil for wheat growing. Thirty bushels to the acre is the average, while it often yields forty or fifty bushels. Thirty bushels to the acre of the first crop clears all outlay up to that time, returns the capital invested, and leaves a first-rate fenced farm in a high state of cultivation for succeeding agricultural employment. "Where else," says the writer to whom we have referred, "is there a business that in twelve months repays all advances of its purchase and establishment, and leaves as a profit a money return and plant worth four times the original outlay?" It is this enormous profit that is bringing so many heavy capitalists into the ranks of this novel immigration, and inducing men who have already worked themselves into good positions to abandon for a time the amenities of a settled life—and embark once more in pioneer farming. In twenty-seven miles along the Assiniboine river in 1877, over 400,000 bushels were harvested, that averaged considerably over thirty bushels to the acre. In the North-western provinces of Canada wheat often produces forty and fifty bushels to the acre, while in South Minnesota twenty bushels is the average crop, in Wisconsin only fourteen, in Pennsylvania and Ohio fifteen. Cultivated plants yield the greatest products near the northernmost limits at which they grow. In Prince Albert and other new settlements on the Saskatchewan, forty bushels of spring wheat, averaging sixty-three pounds to the bushel, have been raised. In the Southern latitudes the warm spring develops the juices of the plant too rapidly. They run into stalk and leaf, to the detriment of the seed. The extent of this enormous and rich British territory is comparatively unknown. It is estimated at 2,984,000 square miles, whilst the whole of the United States south of the international boundary contains 2,933,000 square miles. In its centre is Lake Winnipeg, three hundred miles long, and fifty to sixty miles wide. At three of its four corners it receives the waters of a large river, the main trunk of a hundred smaller ones; at the remaining north-east angle a fourth and larger river, the Dardenelles of the system, conveys the accumulated waters of nearly a million square miles into Hudson's Bay. This Lake Winnipeg receives the drainage of the future wheat field of the world. The Saskatchewan to its debouchure into the lake eastward from the Rocky Mountains by one branch runs over a course of 1,054 miles and by the other 1,092. One of the branches has been navigated by steam over 1,000 miles, and the other nearly the same distance. The two Saskatchewan drain what is especially known as the "fertile belt," containing not less than 90,000,000 acres of as fine wheat land as can be found in any country. Through their whole length they run through prairie land. The united length of the three main rivers, with their most important affluents that pour

their accumulated waters into Lake Winnipeg is not less than 10,000 miles. The outlet of this magnificent water system is the large River Nelson, which discharges the surplus waters of the lake into Hudson's Bay, and which can be rendered navigable for Steamers from Port Nelson, a point eighty miles nearer to Liverpool than New York is, to almost the foot of the Rocky Mountains. All this magnificent region of prairie, river and lake is British territory. Within five years it is calculated that 4,000,000 acres of this fertile prairie land will be under wheat cultivation. This means an addition to the wheat products of the world of 100,000,000 bushels. The exports of all America to the United Kingdom from the 11th of September, 1877, to May 11th, 1878,—the eight shipping months—was about 100,000,000 bushels. This amount, large as it is, is not more than may be expected within the next few years to be the annual production of this new wheat field of the Winnipeg water-shed. The influences of the opening up of this new district cannot but have a most important effect on the supply of the English market. "It will make the mother country entirely independent of foreign supply."

POSITION OF CANADA.

The intending settler in Canada should have a clear conception of the general extent and position on the globe of the country which is to be his future home. It may therefore be stated that the Dominion of Canada comprises a vast territory of about 3,528,000 square miles. It occupies half of the continent of North America.

From East to West it stretches from the Atlantic to the Pacific Ocean; and its extreme southern point reaches a little below the forty-second parallel of latitude. It occupies a greater area than the United States of America. Very large portions of this vast territory are cultivable; and the other portions are rich in mineral and other kinds of wealth. The extent of cultivable land suited to the productions of the temperate zones compared in the uncultivable is proportionately greater in the Dominion than in the United States.

Its rivers and lakes form one of the chief physical features of the continent, which are among the largest and most remarkable in the world.

It possesses many thousands of square miles of the finest and richest forests of the continent; and many thousands of square miles of the most fertile prairie land.

It possesses the largest extent of land yet open for settlement, adapted to the growth of grasses and cereals, and other productions of the temperate climates, not only on that continent, but in the world.

It has fisheries of boundless extent, unequalled on that continent if not in the world, both on its Atlantic and Pacific coasts.

It has also coal fields of immense extent in the Provinces on both its coasts; and it is believed that altogether the largest coal deposits of the world lie under the surface of its rich and immense tracks of prairie land east of the Rocky Mountains.

It has gold, silver, copper, iron, lead and other mines of great richness; and almost every description of the most valuable building materials; also petroleum, salt, peat, &c.

The immense rivers and lakes of the Dominion furnish the grandest facilities of water communication. The sailing circle, from the mouth of the St. Lawrence to Europe, gives much the shortest distance across the Atlantic. The line across the British section of the continent to the Pacific is much the shortest for a railway; the conditions for its construction are the most favorable; and the passes through the Rocky Mountains are the easiest.

On the Pacific coast it has the same favorable commercial conditions, with the finest harbours.

The water system of the St. Lawrence and the great lakes constitutes one of the most marked features in the geographical formation of North America, and leads directly from the Atlantic to the North-west of the Dominion, and from the head of Lake Superior, with the exception of a few interruptions, which can be easily overcome by canals, another system of lakes and rivers extends navigation across the continent to the foot of the Rocky Mountains, by means of which the products, in the future of this immense territory will be borne to the sea-board.

WHAT THE NORTH-WEST OFFERS.

In an interesting letter from Mr. Thomas White, M P., to the *Montreal Gazette*, the following appears:—"We proceeded onward, and presently came upon a new settlement, and as the owner was at the roadside we stopped for a chat with him. His experience was both interesting and encouraging, and I give it. He came up this spring, and had already broken a lot of ground, which will be ready for wheat next spring; had erected a house and out-house; had fenced in a garden, in which were potatoes and other vegetables, more than sufficient for the use of his family for the year, and was busy preparing more land for grain, having got in a couple of large stacks of hay for the use of his cattle in winter. He is a Devonshire man, who came out to this country about six years ago, and has been working about the neighbourhood of Stratford as a farm labourer until this spring, when he resolved to take a homestead of one hundred and sixty acres and strike out for himself, and he has already what I have described. His actual outlay in cash, exclusive of course of his oxen, his cow and his implements—that is for bringing himself, his wife and one child up here. and his expenses in settling upon the land, has, according to

his statement, not exceeded £20. He is in great hopes of his own future and of that of the country where he has settled, the farms about him being all taken up. It is proper to say he is one of those men who believe, as he put it himself, that a man can get on anywhere if he be sober, industrious, and careful. He had saved £10 a year as a farm servant in England. So that these conditions should be remembered by those who wish to parallel his experience. But it is one which may be paralleled by any man on the same terms, and it is an illustration of how great a blessing the opening-up of this country must be to hundreds of thousands of people, who will each year seek in it new fields of enterprise and industry."

The Rev. Mr. GRANT in his work "*Ocean to Ocean*," writes of Manitoba and the country through which he travelled:—

"Nothing shows more conclusively the wonderful progress of Manitoba and the settled condition into which it has emerged from the chaos of two or three years ago, than the fact that the Hudson's Bay Company sold at auction, in building lots, thirteen acres of the five hundred of their Reserve around Fort Garry, at the rate of £1,550 per acre. At half the rate, for the rest, the Hudson's Bay Company will receive for this small reserve more than the money payment of £300,000 stg., which Canada gave for the whole territory; and, if a few acres favorably situated brings so much, what must be the value of the many million of acres transferred to the Dominion? The policy of the Company now is exactly the opposite of what it used be; formerly all their efforts were directed to keep the country a close preserve; now they are doing all in their power to open it up. The times have changed, and they have changed with them. And, regarding them merely as a Company whose sole object has been and is to look after their own interests and pay good dividends to the shareholders, their present policy is as sagacious for to-day as the former was for yesterday. While a fur trading Company with sovereign rights, they did not look beyond their own proper work; they attended to that, and, as a duty merely incidental to it, governed half a continent in a paternal or semi-patriarchal way, admirably suited to the tribes that roamed over its vast expanses. But, as they can no longer be supreme, it is their interest that the country should be opened up; and they are taking their place among new competitors, and preparing to reap a large share of the fruits of the development. For many a year to come they must be a great power in our North-west.

"Portage la Prairie is the centre of what will soon be a thriving settlement, and, when the railway is built, a large town must spring up. On the way to the little village, we passed, in less than ten miles, three camps of Sioux—each with about twenty wigwams,—ranged in oval or circular form. The three camps probably numbered three hundred souls. The men were hand-

some fellows, and a few of the women were pretty. We did not see many of the women, however, as they kept to the camps doing all the dirty work, while the men marched about along the road, every one of them with a gun on his shoulder.

"As we drove past in the early morning, prairie hens and chickens rose out of the deep grass and ran across the road, within a few feet of us; while, on mounds of hay, in a field lately mown, sat hawks, looking heavy and sated, as if they had eaten too many chickens for breakfast. On the branches of oaks and aspens sat scores of pigeons, so unmoved at our approach that they evidently had not been much shot at. We asked a farmer who had recently settled, and was making his fortune at ten times the rate he had done in Ontario, if he ever shot any of the birds. "No," he contemptuously answered, "he was too busy; the half-breeds did that sort of thing, and did little else." Day after day, he would have for dinner fried pork or bacon, and tea, when he could easily have had the most delicious and wholesome varieties of food. He told us that in the spring, wild geese, waxies, and ducks could be shot in great number; but he had eaten only one goose in Manitoba. Surely it was a fellow feeling that made him so 'wondrous kind.'

"At 4 p.m. we prepared to follow our party, but, at this moment, a body of sixty or eighty Sioux, noble looking fellows, came sweeping across the prairie in all the glory of paint, feathers, and Indian warlike magnificence. They had come from Fort Ellice, had recently travelled the long road from Missouri, and were now on their way to Governor Archibald to ask permission to live under the British flag, and that small reserves or allotments of land should be allowed them, as they were determined to live no longer under the rule of 'the long knives.' Some of them rode horses, others were in light baggage-carts or on foot. All had guns and adornments of one kind or another. A handsome brave came first with a painted tin horse a foot long hanging from his neck down on his naked brawny breast, skunk fur round his ankles, hawk's feathers on his head, and a great bunch of sweet smelling lilac bergamot flowers on one arm to set him off the more. An Indian has the vanity of a child. We went forward to address him, when he pointed to another as O-ghe-ma (or chief); and, as the band halted, the O-ghe-ma then came up with the usual "Ho, Ho; B'jou, B'jou," and shook hands all round with a dignity of manner that whites in the new world must despair of ever attaining. His distinction was a necklace of bears' claws, and mocassins belted with broad stripes of porcupine's quills dyed a bright gold. Next to him came the medicine man, six feet three inches in height, gaunt and wasted in appearance, with only a single blanket to cover his nakedness. They would have liked a long *pou wow*, but we had time only for hasty greetings and a few kindly words with them.

A HALF-BREED'S IDEA OF CIVILIZATION.

"Souzie had never been east before, and the glories of Winnepeg had fairly dazzled him. He was going home heavy-laden with wonderful stories of all he had seen;—the crowd hearing Mr. Punshon preach and the collection taken up at the close, the review of the battalion of militia, the splendour of the village stores, the Red River steamboat, the quantities of ruin, were all amazing. When the plate came round at the church, Souzie rejoiced, and was going to help himself, but, noticing his neighbours put money in, he was so puzzled that he let it pass. He chucked for many a day at the simplicity of the Winnepeggers:—'Who ever before saw a plate hundred round except to take something from it?' The review excited his highest admiration—'Wah, wah! wonderful! I have seen a hundred men turned into one.'

"Our two next stages carried us over twenty-five miles of a lovely country, known as the Little Touchwood Hills; aspens were grouped on gentle slopes, or so thrown in at the right points of valley and plain, as to convey the idea of distance and every other effect that a landscape gardener could desire. Lakelets and pools, fringed with willows, glistened out at almost every turn of the road—though many of them were saline. Only the manor-houses and some gently-flowing streams were wanting, to make out a resemblance to the most beautiful parts of England. For generations, all this boundless extent of beauty and wealth had been here, owned by England; and yet statesmen had been puzzling their heads over the 'Condition of England's poor, the Irish Famine, the Land and Labour Question,' without once turning their eyes to a land that offered a practical solution to them all. And the beauty in former years had been still greater, for, though the fires have somehow been kept off this district for a few years, it is not very long since both hardwood and evergreens as well as willows and aspens, grew all over it; and then at every season of the year, it must have been beautiful.

"*August 12th.*—'The 12th' found us up early, as if near a highland moor, and away from camp a few minutes after sunrise.

"Our first 'spell'* was through the most beautiful country, beautiful simply because longest spared by fire. Many of the aspens were from one to two feet in diameter. Most of the water was fresh, but probably not very healthy, for the lakes or ponds were shallow, and the water tainted by the annual deposition of an enormous quantity of decomposed organic matter. In summer when the water is low, it is difficult to get at it, because of the depth of the mire. When the buffalo ranged through this country and came to ponds to drink, they often sank so deep in the mud that they were unable to extricate themselves, especially if the

*The term "spell" is commonly used, all over the plains, to indicate the length of journey between meals or stopping-places; the latter are sometimes called spelling-places by half-breeds and others.

foremost were driven on by those behind, or the hunters were pressing them. The harder the poor beasts struggled, the deeper they sank ; till, resigning themselves to the inevitable, they have been known to disappear from sight and be trampled over by others of the herd. The old deeply indented trails of the herd, in the direction of the saline lakes, are still visible. They used to lick greedily the saline incrustations round the border, as they do still when near such lakes. Like domestic cattle, they instinctively understand the medicinal value of salt. From this point of view, it is doubtful if the saline lakes will prove a serious disadvantage to the stock-rising farmer. In British Columbia and on the Pacific coast generally, such lakes are found, and the cattle that are accustomed to the water, receive no injury from drinking it.

“On our way to dinner, two large white cranes rose swan-like from a wet marsh near the road. Frank with his gun and Willie with a stone made after them. The larger of the two flew high, but Willie's stone brought down the other. As he was seizing it, the big one, evidently the mother, attacked him, but, seeing the gun coming, flew up in time to save herself. The young one was a beautiful bird, the extended wings measuring over six feet from tip to tip. As soon as Willie had killed his game, he rode off in triumph with it slung across his shoulders. In twenty minutes after his arrival at camp, he and his mates had plucked, cooked, and disposed of it, all uniting in pronouncing the meat delicate and ‘first-class.’

“After dinner, a good chance of killing a brown bear was lost. At the turn of the road he was surprised on a hillock, not twenty yards distant from the buckboard that led our cavalcade. Had the horsemen and guns been in front as usual, he could have been shot at once ; but, before they came up, he was off, at a shambling but rapid gait among the thickets, and there was not time to give chase. This was a disappointment, for all of us would have relished a bear-steak.

“In twelve working days, we had travelled five hundred and six miles, doing on this last forty-six ; and the horses looked as fresh as at the beginning of the journey ; a fact that establishes the nutritious properties of the grasses that were their only food on the way, as well as the strength and the hardihood of the breed.

ALONG THE NORTH SASKATCHEWAN TO EDMONTON.

“The distance from Fort Garry to Edmonton is nine hundred miles, and is usually regarded as consisting of three portions ; two hundred and fifteen miles to Fort Ellice on the Assiniboine ; three hundred and nine more to Fort Carlton and about three hundred and eighty up the North Saskatchewan to Edmonton. Faith in the future of the Saskatchewan and its ‘fertile belt’ is strong in the mind of almost every man who has lived on it, and it is

impossible to see even the little of the two great branches of the river that we saw, without being convinced that they are natural highways along which many steamers will soon be plying, carrying to market the rich produce of the plains that extend to the east, west, and north from them. When the tents were pitched Souzio went down to the lake and shot four or five ducks, as a contribution to our Sunday dinner.

"The road strikes right across the prairie, and, though simply a trail made by the ordinary traffic, is an excellent carriage road. Whenever the ruts get deep, carts and waggons strike off a few feet, and make another trail alongside; and the old one, if not used, is soon covered with new grasses. There is no sward; all the grasses are bunch. Immense numbers of fat plover and snipe are in the marshes, and prairie hens on the meadow land.

"Tall, bright yellow French marigolds, scattered in clumps over the vast expanse, gave a golden hue to the scene; and red, pink, and white roses, tansy, asters, blue bells, golden rods, and an immense variety of compositæ, thickly bedded among the green grass, made up a bright and beautiful carpet. Farther on, the flowers were fewer; but everywhere the herbage was luxuriant, admirable for pasturage, and, in the hollows, tall enough for hay. Even where the marshes intervened, the grass was all the thicker, taller and coarser, so that an acre of marsh is counted as valuable to the settler as an acre of prairie.

"It is no wonder that settlers speak enthusiastically of the country. The great difficulties a farmer encounters elsewhere are non-existent here. To begin with, he does not need to buy land, for a hundred and sixty acres are given away gratuitously by the Government to every *bonâ fide* settler; and one-third of the quantity is a farm large enough for any one who would devote himself to a specialty, such as the raising of beets, potatoes, or wheat. He does not need to use manure, for, so worthless is it considered, that the Legislature has had to pass a law prohibiting people from throwing it into the rivers. He has not to buy guano, nor to make compost heaps. The land, if it has any fault, is naturally too rich. Hay is so abundant that when threshing the grain at one end of the yard, they burn the straw at the other end to get rid of it. He does not need to clear the land of trees, stumps, or rocks,—for there are none. Very little fencing is required, for he can enclose all his arable land at once with one fence,—and pasture is common and illimitable. There is a good market all over Manitoba for stock or produce of any kind, and, if a settler is discontented he can sell his stock and implements for their full value to new comers.

"But what of the terrible frost, the deep snow, and the long winters? These must be stern realities. The answer of every man and woman we spoke to, in town or country, was that the winter was pleasanter than in Ontario, Quebec, or the Maritime

Provinces, There is no severe weather till the beginning of December. The average depth of snow from that time is two feet, and there is no thaw till March. The severity of the intervening months is lessened by the bright sun, the cloudless skies, the stillness and dryness of the air. On account of the steady cold the snow is dry as meal, and the farmers' wives said that 'it was such an advantage that the children could run about all winter, without getting their feet wet.' They certainly could not say as much in Nova Scotia. This dryness of the snow is also an important fact as regards railway construction. Let the rails be raised two or three feet above the level of the prairie, and they are sure to be always clear of snow. In fact there is much less risk of snow blockades in the winter on our western plains than in the older Provinces or in the North-eastern States. In March, and even in April, there are sometimes heavy snow-storms. But this snow soon melts away. It is what was intended for spring rain. Hay is needed in these months more than in the winter, when the horses and even the cattle can paw off the snow and eat the nutritive grasses underneath; whereas, in March and April a crust is often formed, too hard for their hoofs to remove; and the more hay that is cut in the autumn the less risk from prairie fires, as well as the better provision for the live stock."

MANITOBA: *its resources and advantages*, as shown by the following extract from a valuable pamphlet written by MR. SPENCE, Clerk to the Council of Manitoba.

"Many years ago, one of the pioneer Missionaries to this vast North-West of British America,—(Father de Smet), thus wrote his reflections:—'Are these vast and innumerable rich fields of hay for ever destined to be consumed by fire or perish in the autumnal snows? Can it be that they are doomed to remain for ever inactive? Not so. The day will come when some laboring hand will give them value. A strong, active, and enterprising people are destined to fill this spacious void. The wild beasts will, ere long, give place to our domestic animals; flocks and herds will graze in the beautiful meadows that border the numberless mountains, hills, valleys, and plains of this extensive region.' The dream and earnest wish of this good missionary is now at last a realized fact. By the admission of 'Rupert's Land' into the Dominion of Canada, now stretching from the Atlantic to the Pacific, and with the establishment of Manitoba as its midway Province, the curtain has been raised upon a drama of colonization and enterprise, to be re-enacted in a new and magnificent portion of our Dominion—the North-west, the future destiny of which will be a great and glorious one, with an area sufficient to provide homesteads for the surplus population of the old world for several

centuries; fortunate, therefore, will be the descendants of those who may now obtain a foothold within its gigantic borders; possessing all the true elements of future greatness and prosperity, its rapid growth and wealth will be unparalleled in the history of British America.

"A plain statement of facts is all that is at present required, with which to go before the world to ensure the commencement of a stream of immigration that will soon fulfil Bulwer's grand project of a chain of loyal provinces, from the Atlantic to the Pacific, induced by the liberal policy of the Federal Government. Manitoba, in the first session of its Legislature, four years since, set an example by the true policy of a liberal 'Homestead Law' in keeping with the spirit of the age in which we live, and more liberal than that of any in the United States. In addition to the exemption from seizure of the debtor's ordinary furniture, tools, and farm implements in use, are also one cow, two oxen, one horse, four sheep, two pigs, and the food for the same for thirty days. A further clause says:—'The land cultivated by the debtor, provided the extent of the same be not more than *one hundred and sixty acres*, in which case the surplus may be sold with privilege to first mortgagees. The house, stables, lawns, fences, on the debtor's farm, are, by this Act, declared free from seizure, by virtue of all writs of execution issued by any court of this Province.'

"The Territory of the North-west and British Columbia may be roughly estimated as occupying the whole area north of the forty-ninth parallel; and its magnitude can only be judged by comparison as follows:—

"The area of the United States, as officially ascertained, is 2,936,166 square miles.

"The North-west of British America, including British Columbia, 2,598,837 square miles.

"If the comparison is made with Europe, the area of all Europe is 3,811,594 square miles.

"That of the Dominion, north of the forty-ninth parallel, 2,598,837 square miles.

"And if we add the total area of the Eastern Provinces and Prince Edward's Island, 351,570 square miles.

"The whole Dominion of Canada has now an excess of area of 34,241 square miles over that of the whole United States.

"To return to Manitoba and the North-west territory, the area of rich soil and pasturage which we possess in the valleys of the Assiniboine and Saskatchewan alone is about 40,000,000 acres, of which about 18,000,000 acres are *at once available for the agriculturist* and this land is black with richness.

"Of the rivers and lakes of this rich valley, in addition to the almost numberless smaller ones, there is

"*The Saskatchewan River*, whose two great branches drain two-thirds of this district and is the most important. Both its

great branches rise in the Rocky Mountains, crossing eighteen degrees of longitude, through undulating slopes of green and grassy uplands, the favourite pasture of myriads of wild cattle. This great stream affords in both branches about 1,400 miles of steamboat navigation, of which about 400 miles are the joint volumes of the confluent streams.

"The Red River rises in Minnesota, in the United States, close to the resources of the Mississippi, and enters British Territory at the boundary line of Manitoba, about 120 miles from its mouth, where it discharges into Lake Winnipeg; it is navigable for about 400 miles, and last season four fine and commodious steamers, carrying freight and passengers, plied the river, also several smaller tug steamers. The number will be continually increasing.

"Canada has the latitudes of France, Prussia, Austria, the British Islands, Russia and Sweden and Norway; and as many varieties of climates as have these countries.

"That the North-west of British America is destined to become the granary of the continent, is clear beyond all doubt. Nature has done her share, and done it well and generously; man's labour and industry are alone required to turn these broad, rolling prairies to good account. A drawback at present is remoteness from the older parts of Canada, but this will not last much longer. Already a line of railway, connecting Manitoba with Ontario, is in course of being built; this will be finished in a year or two, and then Manitoba will be in direct communication with the outer world through Canadian territory. Winnipeg is already connected by rail with the United States' railway system.

"Taking all the circumstances and surroundings into consideration, there is probably no country more suitable in every respect for settlement by persons from the temperate and northern parts of Europe than the Province of Manitoba.

"The common settlers' route for going to Manitoba from the old provinces is *via* the Canadian Railway system and Lakes to Duluth. Thence by rail to Winnipeg. There is already communication by steamboat navigation from Winnipeg City, *via* Lake Winnipeg, and the Saskatchewan, to the very foot of the Rocky Mountains. Railway construction is also proceeding very rapidly within the Province of Manitoba.

"This tract of country to the east of the Rocky Mountains contains under the surface of its rich prairie land one of the largest coal fields in the world, which in some places crops out of the surface on the banks of the rivers. It is almost impossible to over-estimate the importance of this physical fact for the future of the Dominion. The rivers which run east from the Rocky Mountains are rich in gold deposits; and in fact mineral wealth of almost every kind is found in this territory.

"The measure of working the coal fields of the North-west is

of such immediate importance to the country, that every inducement will doubtless be held out to private companies to develop these rich fields, which are more important to the prosperity and development of the Dominion than the possession of a mine of diamonds. In advance of the completion of that grand enterprise, the Canadian Pacific Railway, we possess the magnificent extent of collateral water line, almost directly on the path of the future railway, and occupying three-fourths of the entire distance across the Continent. The introduction of steam navigation throughout this extensive water line will revolutionize the whole traditional system of traffic.

"The Pacific terminus of the Canadian Pacific Railway will possess one of the finest harbours in the world, in a mild climate, and supplied with all the essentials of a first-class naval station, in the adjacent coal mines and forests.

"Its position with respect to Asiatic ports is such as to give it the command of the ocean trade, as the following comparative table of sailing distances from the principal ports in Asia will prove :

	<i>To Victoria.</i>	<i>To San Francisco.</i>
From Amoor.....	3,895 miles	4,110 miles.
„ Shanghai.....	5,215 „	5,439 „
„ Canton.....	5,975 „	6,140 „
„ Calcutta.....	8,805 „	8,070 „
„ Melbourne	6,930 „	7,205 „

"From Manitoba to Vancouver, the distance by Railway will be about 1,700 miles.

"Assuming the early development of this immense extent of fertile country, the North-west, with its commercial radius extended by Railways and Steamboat navigation, with an unlimited market, both in the Eastern and Western hemispheres, must occupy a position without a parallel in the world.

SALUBRITY OF CLIMATE AND ADAPTION TO AGRICULTURE

Of paramount importance to the emigrant is the healthfulness of the locality which is to be the scene of his future labours, and the home for himself and family. What to him are fair fields or flowering meadows, buried in the luxuriant growth of fertile soils and tropical suns, if they generate fever-producing miasma and vapour? What are soft and perfumed breezes, if they waft the seeds of pestilence and death?—What are bountiful harvests of golden grain, rich and mellow fruits, and all the wealth the earth can yield, if disease must annually visit his dwelling, and death take away, one by one, the loved and the young? It is well known that some of the fairest portions of the Western States are so fruitful of the causes of disease as almost to preclude settlement; and thousands have left their comparatively healthy Canadian

and European homes to find untimely graves in the prairie soil of Indiana, Illinois, Iowa and Missouri. And even in the sections of these States deemed most healthy, the climate has an enervating effect upon those accustomed to the bracing air of Northern Europe and our Eastern Provinces.

The dryness of the air, the character of the soil, which retains no stagnant pools to send forth poisonous exhalations, and the almost total absence of fog or mist, the brilliancy of its sunlight, the pleasant succession of its seasons, all conspire to make this a climate of unrivalled salubrity and the home of a joyous, healthy, prosperous people, strong in physical, intellectual and moral capabilities. Therefore, the assertion that the climate of our North-west is one of the healthiest in the world, may be broadly and confidently made, sustained by the experience of its inhabitants. Some of the hardiest and strongest men seen are Europeans and Canadians, who came to this country at an early date, and finally became settlers. Agriculture, therefore, cannot suffer from unhealthiness of climate.

Its distinguishing features in relation to husbandry.—The melon grown in open air, and arriving at perfect maturity in August and September, may be briefly explained by reference to the amount of sunlight received during our growing seasons, viz. : while at New Orleans in July they have fourteen hours of sunlight, we have sixteen, with much longer twilight than they, consequently our vegetation grows more rapidly than theirs, and matures much sooner. This is a beautiful law in compensation, as what we lack in heat is made up in sunlight during our summers. Changes in our temperature, it must be admitted, are sometimes sudden and violent. We are about half way to the North Pole, and subject to either extremes. This, instead of being a disadvantage, is rather in our favour—it gives variety, a thing desirable at times. Then again these changes are, for the reasons already given, seldom pernicious. Plants and animals are armed with the proper implements for resistance. I would not infer that we are subject to hurricanes, or other violent commotions of the atmosphere, any more or as much as other places, but we have a touch at times of both extremes, a vibratory movement of the climates of torrid and frigid zone.

The seasons follow each other in pleasing succession. As the sun approaches its northern altitude, winter relaxes its grasp, streams and lakes are unbound, prairie flowers spring up, as if by the touch of some magic wand, and gradually spring is merged into the bright beautiful June, with its long warm days, and short, but cool and refreshing nights. The harvest months follow in rapid succession, till the golden Indian Summer of early November fortells the approach of cold and snow ; and again winter, with its short days of clear bright sky and bracing air, and its long nights of cloudless beauty, complete the circle.

From experience of many years, it is shown that Manitoba and the North-west are good lands for stock raising, as the grass of the prairies is very nutritious, and the supply for many years will be inexhaustible. Although the weather is cold, the snow, generally comes late; yet, notwithstanding, it is more profitable to cut the grass for the winter season and have the cattle and stock sheltered, than to have them run at large as is the case in the States further South, where there is scarcely any snow, but where they have damp, cold winds. It would not cost much to cut the grass with mowers, and then to stack it in ridges or rows, at the Hudson's Bay Company's Posts and on several of the stock-raising farms. These stacks so made form a shelter around the stable yards.

THE EARL OF DUFFERIN, GOVERNOR OF CANADA, ON MANITOBA
AND THE NORTH-WEST.

Extract of his views of the Country.

In the summer of 1877, Lord Dufferin, in pursuance, as announced by him in public speeches, of a policy of personally visiting all the Provinces within his government, made a tour of Manitoba and part of Keewatin.

Lord Dufferin very warmly acknowledged the loyalty of the people. In reference to the city of Winnipeg, it may be here remarked that when it entered the Dominion in 1870, it was simply a Hudson Bay trading station and hamlet, containing about 200 inhabitants. It is in 1879, a city containing about 11,000 inhabitants, with many large and handsome buildings, churches, schools and colleges, and the seat of a very active business. The belief of its people is that it will become the Chicago of the North-west; and it is pointed out that the early history of Chicago, within the history of men, now living, cannot establish so rapid a growth as that of Winnipeg since it entered Confederation with Canada.

On August the 18th, the Vice Royal Party visited the Rat River Mennonite Settlement, on the East side of Red River. These people came from Berdiansk, in South Russia, three years ago; and there are now about 7,000 of them in Manitoba, in a highly prosperous condition. They left a comfortable and flourishing district in Russia, because they were conscientiously opposed to military service, which was required of them by an Ukase of the Czar, and because they were required to conform to the school system of Russia, and have their children taught, under Russian auspices, the Russian language and incidentally the national creed.

Lord Dufferin also visited the Icelandic settlement on the west shore of Lake Winnipeg. This colony had not been settled two years at the time of His Excellency's visit; and, in fact, the larger portion of the colonists had only arrived the previous autumn.

200 commodious houses had been erected, roads had been cut, and from 2 to 10 acres cleared by each settler. There were 600 head of cattle in the colony, and the cows were in good condition and well taken care of. There had not been time to plant much grain, but that which was planted was successful. There was good crops of potatoes; and the soil, after clearing, was found to be rich black alluvium. The fish supply from the lake was abundant, and altogether the Icelandic colonists were in a satisfied and flourishing condition, writing to their friends in Iceland to join them.

PRICE OF IMPROVED FARMS.

Improved lands of the best description, in the hands of private owners, and within a few miles of city or village, can be purchased at from £2 to £8 per acre, partially upon credit. Lands of the best quality are offered at £1 to £4 per acre, within three to six miles of the rapidly growing city of Winnipeg, where high prices are eagerly paid for all garden and dairy products, and where manure is gladly given to farmers who will haul it away. Farms of various degrees of improvement are frequently offered for sale at from £1 to £4 per acre, such price being often less than the cost of the buildings and fences. These cases occur not from the undesirable character of the property, so much as from the restlessness and love of change, characteristic of the people of the country.

A comparison of the yield of wheat for past years at Manitoba, with the best districts of the United States, will show its superiority over them, viz.:

Manitoba Spring Wheat.....	63 to 66 lbs. to the bushel.
Minnesota do.	60 to 65 lbs. do.
Illinois do.	52 to 58 lbs. do.
Ohio do.	57 to 60 lbs. do.
Pennsylvania do.	57 to 60 lbs. do.

COST OF FARMING.

Thinking farmers have come to the conclusion that 4s. per bushel for wheat in Manitoba, when the cost for fenced land, prepared for the seed, is not £2 per acre, and the crop is thirty to forty bushels per acre, is quite equal to 6s. per bushel in Canada.

The following extract from the Speech from the Throne of his Excellency the Lieutenant-Governor of Manitoba, at the opening of Parliament, speaking of the prosperity of the Province of Manitoba:—

“A harvest was reaped of such an abundant character as to prove beyond all question that Manitoba is entitled to take the highest rank as an agricultural country.”

Lord Dufferin, so highly popular as the late Governor-General of Canada, has already given in many of his able and eloquent public speeches, his opinion, as the result of his visit to the country in the summer of 1877, pronouncing it to be one of the finest in the world.

Our Governor-General, the Marquis of Lorne, in his farewell address to the electors of Argyleshire, delivered at Inverary, thus refers to this favoured portion of the Dominion: —

“Some years ago, at a public meeting in Glasgow, I took the opportunity to describe the temptation offered by the Canadian Government to men employed in agriculture here, to settle in Manitoba, and since that day, as before it, hundreds of happy homesteads have risen, and the energies of the Dominion have been directed towards the construction of railways, which will make Manitoba and the North-west considerably *more accessible than is Inverary now*. Let me invite your attention to this great Province, and the vast prairies beyond. I am informed, unless one has heard or seen for himself, he can form no idea how fast the country is settling up with people from England, Scotland, Ireland, Russia, Iceland, and the older Provinces of the Dominion.”

The new settler on prairie land can keep as many cows for the supply of his family with milk and butter and cheese for sale as it may suit his means to purchase *from the first day of his settlement*; for his pastures and meadows are already in abundance before him, and in most places the cattle can find the chief part of their winter food for themselves, and be fat in spring.

The forest lands have the advantage in the more abundant supply of timber for fencing and fuel, to a certain degree, over the mixed prairie and wood lands, but it is to be borne in mind, that great districts of our prairie lands in the West, have under them immense beds of lignite coal, a supply of fuel for ever, which will place them in a far better position than some of the old settlements of the Eastern Provinces, where wood for fuel is already deficient, and is rapidly becoming more so.

BUILDING TIMBER, FUEL AND FENCING.

Nearly all the rivers and streams are skirted with belts of timber for building and fuel, principally oak, ash, whitewood and poplar, in some parts tamarac and spruce, with extensive forest tracts.

Poplar for fencing will generally also be found in small groves on the prairie, and if the bark is peeled off, makes a good and lasting fence, small ash, or tamarac being used for the pickets, when it can be conveniently found. Legislation has already liberally provided for the encouragement of the growth of timber, as well as for the prevention of its destruction by prairie fires. Poplar is very rapid in its growth, also soft maple (a beautiful shade tree) which, from the seed, will in the third year attain a height of four or five feet.

COAL AND PEAT.

The route of the Canadian Pacific Railway (under the vigorous policy of a new Government, whose construction will be rapidly pushed westward), is indicated as the natural pathway of commerce by the vast and inexhaustible coal beds through which it runs for over two hundred miles.

From geological reports, and the Engineer's surveys, the district through which it passes possesses one of the largest coal fields in the world.

Between the 59th parallel and the North Sea, it has been calculated that there cannot be much less than 500,000 square miles that are underlaid by true coal. The average breadth of this belt is about 280 miles. In addition to the coal, this country contains rich deposits of iron ore.

On the North Saskatchewan River, coal prevails with little interruption in beds two and two-and-a-half feet thick on the bank of the river, from a little below Edmonton, upwards for two hundred miles.

On the Pembina River, 70 miles to the West, there is a seam ten feet thick, of a very superior quality. On the Battle River it is also noted, and in the Red Deer Branch of the South Saskatchewan, 170 miles from its mouth, are extensive deposits of coal, and at 100 miles further up it is there in beds so close, that, of 20 feet of strata exposed, 12 feet are coal.

STOCK RAISING.

The experience of many years shows that no physical impediment, arising from climate or soil, exists to prevent the prairies of our North-west becoming one of the best grazing countries in the world, and with the introduction of immigration, in few years, the beautiful prairies of the North-west will be enlivened by numerous flocks and herds, and the cattle trade, already springing into importance, will rapidly increase, or, without much difficulty, be diverted into a southern channel. For raising cattle and horses, this country is equal to the State of Illinois, and for sheep-raising it is far superior. The quality of the beef and mutton raised upon our northern grasses, has been pronounced of superior excellence. Among the peculiar advantages of Manitoba for stock-raising and wool growing, the most prominent are—1st. The richness and luxuriance of the native grasses. The grass is mainly cut on the swamps and meadows, which chequer the prairies, or fringe the streams and lakes. 2nd. The great extent of unoccupied land, affording for many years to come, a wide range of free pasturage. 3rd. The remarkable dryness and healthfulness of the winter.

Mr. W. B. Cheadle, an English gentleman who accompanied Lord Milton, also says :

“At Edmonton, eight hundred miles distant from Fort Garry, near the Western extremity, wheat grows with equal luxuriance, and

yields thirty to fifty bushels to the acre, in some instances even more. The root crops I have never seen equalled in England; potatoes get to an immense size, and yield enormously. Flax, hemp, tobacco, all grow well; all the cereals appear to flourish equally well; plums, strawberries, raspberries and gooseberries, grow wild. The herbage of the prairie is so feeding that corn is rarely given to horses or cattle. They do their hard work, subsist entirely on grass, are most astonishingly fat; the draught oxen resemble prize animals at a cattle show. The horses we took with us were turned adrift at the beginning of winter, when snow had already fallen; they had been over-worked and were jaded and thin. In the spring we hunted them up, and found them in the finest condition, or rather too fat. The soil in La Belle Prairie, where we built our hut for the winter, was *four feet deep*, and free from rocks or gravel—the finest loam. The climate is that of Upper Canada, or perhaps rather milder. The summer is long and warm, the weather uniformly bright and fine; with the exception of occasional showers, a wet day is almost unknown. The winter is severe and unbroken by thaw, but pleasant enough to those able to house and clothe themselves warmly.”

THE BUFFALO.—HALF-BREED.

In connection with stock raising on the Saskatchewan, the attention of the breeder of horned stock is drawn to the opportunities offered of rearing a clear stock whose qualities may become famous.

In Nebraska to-day, and other parts of the West, the Buffalo is being utilized for breeding purposes with an encouraging degree of success.

A western American paper asserts that Buffalo cows have been crossed with short-horn bulls, and that the progeny possess superior dairy qualities. Buffalo bulls are also used for crossing native cows. The male produce of this cross make excellent bulls, and, when crossed with good milkers of any of the milch families, the heifers yield largely of a rich quality of milk from which the finest butter can be made. In certain sections of Nebraska, half and quarter bred buffalo stock is quite common.

Notwithstanding the dairy stock in that state crossed originally with the buffalo were of ordinary character, the half-breed yield an average of fourteen to fifteen or sixteen quarts per day, the milk being of a rich and fine flavor, making the best butter. These half-breeds also take on flesh very rapidly, and make excellent beef. A remarkable feature connected with this cross of the buffalo with domestic cattle is the fact that the color of the bison and the majority of its distinguishing characteristics disappear after successive crossing. Its outward conformation is also, in process of time, in a great degree lost sight of. The hunch or lump of flesh covering the long spinous process of the dorsal vertebrae becomes diminished with each successive cross, and will,

doubtless, also disappear entirely as the original type becomes merged in the domestic animal.

Further experiments may show that decided advantages will come from these crosses, among which are increased hardiness and improved dairy qualities. Perhaps no animal with which we are acquainted possesses such remarkable properties. His migratory habits and fitness for great extremes of heat and cold are the results of natural selection and the struggle for existence for untold centuries by which he has arrived at vigour of constitution, fleetness and muscular strength rarely, if at all, met with in the ox tribe. These are qualities of great value which cannot be disregarded, and particularly when we consider the direct and indirect advantages that judicious crossings of domestic animals have bestowed upon civilization to an extent not to be calculated. A full-grown buffalo will weigh from 1,200 to 2,000 pounds, and even more. In winter his whole body is covered with long shaggy hair mixed with much wool. He roams at large throughout the Saskatchewan country, particularly in the rich valleys at the base of the Rocky Mountains, and annually thousands are slain merely for his robe, which is esteemed everywhere on this continent and in Europe. It is to be hoped that the enactment of judicious laws will in future put a stop to the past wanton destruction of this valuable animal. A correspondent of the *Turf, Field and Farm* gives some interesting facts regarding the domestication of the buffalo in Nebraska.

He began with two cows and a bull, which he kept with his tame stock. In the Spring the cows calved, and in three years the calves became mothers, yielding an average of 14 quarts of the richest milk daily, for an average of five months. He adds that sufficient experiments have been made in crossing the buffalo with native and grade short-horn cattle, and have been attended with such successful results, that the most sceptical people cannot fail to be satisfied as to the advantages and value of the intermingling of breeds.

BEEES

Thrive well in the North-west, as they require a clear dry atmosphere, and a rich harvest of flowers; if the air is damp, or the weather cloudy, they will not work so well. Another reason why they work less in a warm climate is, that the honey gathered remains too fluid for sealing a longer time, and, if gathered faster than it thickens, it sours and spoils. Our clear, bright skies, dry air and rich flora, are well adapted to the bee culture, and, since the process of burying bees during the winter has been introduced successfully in Minnesota, and generally adopted in the North-western States, the length and coldness of our winter ceases to be an obstacle. In fact, experience in Minnesota proves that bees

succeed better there, consume less honey during the winter, and the colony comes out much stronger than in warmer climates.

A writer for the *Western Agriculturist* says there are facts in the nature of the honey-bee that we need to understand, before we can make bee-keeping a paying business. First the queen is the mother of the colony, and lays all the eggs that produce the bees, and that she will produce only the amount of eggs in accordance with the laws of her nature. She then becomes barren, and is superseded by a young queen, reared by the workers. The queen never lays an egg in a queen cell, or expressly to rear a queen. The control of the sex of her progeny is subject to certain conditions. Eggs deposited in small cells will produce females, in large cells, drones, providing she has been mated and in good laying condition. All the eggs in small cells would rear queens, if they were properly managed so that their generative organs were not contracted by being left in small cells. Whenever a queen is needed, if they have suitable larva, the dwarfed females or workers have the ability by instinct to raise another. The larvæ should not be over two or three days old. The queen before she is mated will only lay eggs that will produce drones, and that of an inferior size and worthless. The queen will mature from the larvæ in 12 days; will fly out to mate in 5 to 8 days, if the weather is favourable. She mates but once during her life, and will lay when in prosperous condition, 2,000 or 3,000 eggs in twenty-four hours. She may live, if no accident happens her, to the age of four or five years, but may be induced to lay her whole complement of eggs in about two years. There are three classes of bees necessary to constitute a colony—queen, drone and worker. They should be provided with a comfortable house or hive in which to live, and deposit their stores.

THE CANADA PACIFIC RAILWAY.

That greatest of Canadian enterprises—the railway from ocean to ocean, exclusively through British territory—will be the means of shortening the distance between Liverpool and China—as, for example, take the following comparison of distances:—

TO JAPAN AND CHINA.			
Canadian Route.		United States Route.	
	Miles.		Miles.
Liverpool to Montreal, via Bello Isle	2,790	Liverpool to New York	3,040
Montreal to Port Moody, Can. Pac. R.R.	2,870	New York to San Francisco	3,370
Port Moody to Victoria, B.C.	90	San Francisco to Yokohama	4,470
Victoria to Yokohama	4,108	Yokohama to Shanghai	1,045
Yokohama to Shanghai	1,045		
Total	10,903	Total	11,925
Difference in favor of Canadian Route ...	1,022		

The route from Southampton *via* the Suez Canal is also longer than the proposed Canadian line, the distances being:—Southampton to Shanghai, China, 10,359 miles; or to Yokohama,

Japan, 11,119 miles—the Canadian route to the latter port, as shown above, being only 9,858 miles. A comparison of distances to Sydney, Australia, is also considerably in favor of communication with Great Britain *via* Canada.

It will be noticed that the Lake Superior terminus of the Canada Pacific Railway is nearer, by water-carriage, than Chicago is to Montreal and New York. And another most important feature is that Sault Ste. Marie is the shortest outlet to tide-water for Minnesota and points west of Salt Lake and San Francisco. In the building of this Grand Railroad through to British Columbia, the merchants, manufacturers, and others in Great Britain, Belgium, France, Germany, etc., are interested; because through the Gulf of St. Lawrence, *via* Montreal, all the facilities that an increasing commerce with the North American Union and with this Dominion can demand, are now being rapidly provided, for the shipment westward of their vastly expanding commerce, and then the fact will be realized, of navigation from the seaboard to the base of the Rocky Mountains—when the millions of acres of rich agricultural land in the Saskatchewan Valley are peopled, and made to pour out their cereal treasures, to be carried along the great water highways of the Dominion to the proper distributing point, for the benefit of the teeming population of Canada and the United States—and when the railways are completed, affording a direct communication with British Columbia *via* the Canada Pacific Railway.

The distance from Quebec to Liverpool is 375 miles less than from New York to Liverpool, Kingston, at the foot of Lake Ontario, is 48 miles nearer Liverpool than New York. The distance from Hamilton, at the head of Lake Ontario, is the same as from New York to Glasgow. Lakes Ontario, Erie, and the southern point of Huron, are nearly in a straight line with the Ports of Great Britain, through the straits of Belle-Isle.

The following is a statement of distances on the Canadian Pacific Railway, of the portions of the line under contract:—

	Miles.	Inter- mediate Distances.
Ottawa to Eastern Terminus	206	
“ Fort William	800	600
“ English River.....	913	113
“ Keewatin.....	1,093	185
“ Selkirk.....	1,210	112
“ Pontvincourt	1,381	117
“ Livingstone.....	1,481	100
Ottawa to Saskatchewan.....	1,677	196
“ Battleford	1,767	90
“ Edmonton	1,997	280
“ Yellow Head Pass (Summit in Rocky Mountains).....	2,253	256
“ Tête Jaune Cache.....	2,390	47

	Miles.
Ottawa to Port Moody, Burrard Inlet ...	2,746
" Waddington Harbour, Bute	
Inlet	2,800
" Kamsquot, Dean Channel ...	2,741
Montreal to Port Moody, Burrard Inlet ..	2,862
Montreal to Waddington Harbour, Bute	
Inlet	2,916

Telegraph Lines.

Fort William to Selkirk (completed).....	410	}	1,747
Selkirk to Livingstone	271		
Livingstone to Edmonton	516		
Edmonton to Existing line B.C.	550		

As respects the Canadian Pacific Railway the result of the surveys are published in the report of the Chief Engineer (1877).

The surveys cover a period of six years, at a cost to the Government of 3,136,615.75 dollars, and they may, in themselves, be called a marvel of their kind. They have established, not only the perfect feasibility, but the fact of an extremely satisfactory line, from the head of St. Lawrence navigation, on Lake Superior, to the Tete Jaune Cache, on the western side of the great Continental "divide" in the main Rocky Mountain chain. This pass has been before described by Mr. Fleming, as the "gate" of the Rocky Mountains. Its highest point of elevation is 3,626 feet above the sea, against 8,242, the highest level actually traversed by the Union and Central Pacific Railway from Omaha to San Francisco. That is an altitude of much more than double that of the Tete Jaune or Yellow Head Pass. This is, however, only a small part of the advantages of the Canadian line in respect to altitudes actually successfully traversed by the American line. The length of the various lines surveyed and routes explored by the Engineering staff of Mr. Fleming is 46,000 miles, of which no less than 11,500 miles have been laboriously measured, yard by yard.

The Canadian line is out of all comparison in a more favourable position for cheap transportation than the Union and Central Pacific now in actual operation in the United States. There is no gradient in either direction between the Lake Superior terminus and the Tete Jaune Cache on the west side of the Rocky Mountains exceeding 1 per 100, or 52.8 feet per mile.

The Company retain the right of paying all the men who work on the road. Their paymaster goes over the line each month, and the men in the employ of the sub-contractors are thus on the same footing as those directly in the employ of the Company.

The Company also assume the right of dictating the rate of wages, and demur to the payment of any men in excess of the scale fixed by themselves. For labourers, the rate at present is 6s. per day, and 14s. per week for board. The practical result is

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that, while there is an excess of men looking for employment as foremen, glycerine men, blacksmiths, carpenters, &c., for which occupations the wages are from 8s. to 10s. per day, there is everywhere a scarcity of men who are willing to handle rock and run the wheelbarrows for a rate of pay which is less than has been offered to men in this country, until this summer, for that kind of work.

Work will be actively pushed ahead this winter with over one thousand men. It is confidently expected that by next July a route will be opened up from Prince Arthur's Landing to Manitoba. One hundred and ninety miles of the railroad will be ready for traffic ending at Lake Waubegan, where a steamer, which will be built by the contractors this winter, will connect it with a seven-mile portage between that lake and the Lake of the Woods. There is a good road across the portage. Lake of the Woods steamers will then connect with Rat Portage, from which place the Canada Pacific Railway will again connect with Winnipeg. This will be the cheap route.

The Canadian Pacific Railway, according to a late London *Times*, has secured the capital for the construction of the entire road in London. The fact has been scarcely alluded to in Canada or the United States, notwithstanding the above good authority. The basis of the negotiation is that the road gets 100,000,000 acres of land from Canada, which is given the British capitalists as security; the grant is to be vested in commissioners, one of whom is to be appointed by the Imperial Government, and is to watch over the interests of English investors. A very considerable part of the railway is to be open for traffic within two years; the long stretch from the head of Lake Superior to Selkirk on the Red River, is divided into three sections, two of them, the easterly and westerly, are finished, while the intermediate one is in progress. From Winnipeg, the capital of Manitoba, the line is under contract for 300 miles west. The cost of laying the line west of Winnipeg is laid at the low price of \$10,000 per mile. But 400 miles west of that place the land is described as like a sea, with gentle undulations. The highest range of mountains the road crosses is but 3000 feet, while those of the United States Pacific Roads are 8,235 and 7,042 feet respectively. The only barren land is in the vicinity of Lake Superior. Mr. Sandford Fleming the Engineer-in-chief, indeed has reported there is ample room and justification for at least two trunk lines across the prairie lands of Canada.

PRICES, &c.

The cost of board for settlers may be stated to average from \$2½ to \$3 (10s. to 12s. stg.) per week; and the rent of houses for working men from \$5, (£1 stg.) to \$8 (£1 12s. stg.) per month,

according to size and locality. There are, of course, higher and lower prices than these quotations. Living is cheap in Canada.

As regards employment, the newly arrived immigrant, without means, is generally advised to take the first offer made to him until he becomes acquainted with the ways of the country. And the inducement, as before explained, to come to Canada, is not simply higher wages and good living among kindred people under the same flag, in a naturally rich country, possessing a pleasant and healthy climate; but the confident hope which the poorest may have of becoming a landowner, and while securing a competence for himself, comfortably settling and educating his children in a manner he could not hope to do among the crowded populations of the Old World.

The prices in Manitoba of Agricultural Implements can be seen by the following list:—

Breaking Ploughs ...	£5 5s. 0d.	Waggons	£14 to £15
Common do.	£3 12s. 0d.	Fanning Mills	£8 to £9
Reapers	£20 to £30	Spades.....	4/6
Mowers	£14 to £25	Shovels	5/0
Reapers and Mowers		Hay Forks.....	3/0
combined	£30 to £40	Manure Forks	4/0
Horse Hay Rakes... t6	to £7	Harrows.....	£3

The prices of the following staple articles will give some idea of the cost of living in Manitoba:—

Tea, per lb.	2/0 to 2/3	Blankets, grey $\frac{3}{4}$ pair	8/0 to 12/0
Sugar, per lb.....	0/4 to 0/6	Canadian Blankets,	
Coffee, per lb.	0/10 to 1/6	white, per lb.....	2/3 to 3/0
Tobacco, black	2/0	Cotton, $\frac{3}{4}$ yard white	5/0 to 6/0
Ditto smoking ...	2/0 to 2/3	Beef, quarter or ani-	
Coal Oil, per gallon	1/9	mal, per lb.	4d. to 5d.
Syrup, do.	3/0 to 3/3	Potatoes, per bushel	2/0 to 2/6
Pails, each, 3 hoop	1/3	Woollen Stockings,	
Tubs, 16 inch	3/6	per pair	1/0 to 1/3
A good stout suit of		Flannel Shirts, each	2/0 to 5/0
Clothing for a man		Men's Boots	8/0 to 12/0
from	£2 to £3	Felt Hats	3/0 to 4/0

In Household Fittings the following prices are quoted for good plain articles:—

Table.....	14/0 to 16/0	Cups and Saucers ...	4/0 per doz.
Chairs	3/0 to 4/0	Plates.....	4/0 per doz.
Beadstead	16/0 to 18/0	Coal Oil Lamps com-	
Bureau	£2 to £3	plete	2/5 to 4/0
Kitchen Stove, No. 8		Axes	5/0 to 6/0
with furniture ...	£5 10/0		

In Building Material—

Good Plain Boards..£5 to £8	PM	Lime, per bushel, at	
Good dressed do. ...£6 to £12	PM	the kiln	1/0
Shingles, per 1,000	16/0 to 24/0	Doors, each	6/0 to 10/0
Laths, per do. ...	£1	Sash, 8 x 10, 12 lights	4/0
Nails, per lb.	2½d.	A good Single Harness	£3 to £4
		A good Double Do.	£6 to £7

Above we have given the prices of articles in Manitoba, and it is for the intending settler to decide what to bring with him, or to purchase a new outfit on his arrival here. He will be able to judge better when he ascertains from the transportation companies, the cost of bringing old articles to this country, whether it will be better to sell them and purchase new ones in Manitoba.

The settler having made good use of the summer months, will find himself, in the fall, possessed of a house, stables, and a supply of hay for his cattle, besides which he may have realized a small crop from his farm. When winter comes, he will find employment in cutting and turning fence rails to enclose his fields in the spring. He will have firewood to cut, and may collect the timber for a better house, and more stabling accommodation to be erected the succeeding summer. If the settler arrives in early spring or summer, it will be better for him to bring his family with him. The females can be of great service to him in many ways, and the young men or boys can assist him in the field and in the erection of his buildings. It will be better to continue to camp until his house is built instead of going to a hotel, not only as a matter of expense, but also of health, as a frequent change from camp to house, and from house to camp, is not beneficial to health.

The first thing the farmer should do on his arrival is to go to the Government land office, and ascertain the most desirable localities open for settlement. It will not take him long then to make a personal inspection and select a place. There are several ways of obtaining land in the Province.

It is well to note that, although the winters in Manitoba are apparently longer, the actual number of days which stock has to be fed here is no more than in Ohio and Southern Illinois. All stock requires shelter during the winter in this climate, but the necessity is no greater than in the Western States. The washing, chilling and debilitating rains of these States are far more injurious to out stock than our severest cold. All the shelter which stock requires here is that readily furnished by the immense straw piles which accumulate from the threshing of the annual grain crop. A framework of rails or poles is made, and the straw thrown over it, leaving the south side open; under this cattle stand and feed on the hay or straw, in perfect security from the inclemencies of the severest winter.

There are now 120 post-offices in the Manitoba district, distributed as follows :—Lisgar, 21; Marquette, 49; Provencher, 14; Selkirk, 8; Keewatin, 8; and the Territories, 20. Thirty-one of these have been opened since the 1st of September.

Barley is a favourite alternative of wheat in Manitoba, and yields enormous returns, with a weight per bushel of from 50 to 55 pounds. Oats also thrive well. Potatoes—the well known principle established by climatologists, “cultivated plants yield their greatest and best products near the northernmost limits of their growth” applies with peculiar force to the production of potatoes with us. The menly quality, the snowy whiteness, the farinaceous properties, and the exquisite flavour which distinguish the best article, reach perfection only in high latitudes.

THE SASKATCHEWAN--ITS TRIBUTARIES AND COUNTRY.

In the present sparsely settled state of the country, the early pioneers of immigration will have great advantages in being able to appropriate the best lands and most eligible situations for wood and water, and from the tendency of population being governed primarily by the direction of the navigable waters, so will the pioneer lay the foundation of thriving towns along their great extent, to the foot of the Rocky Mountains. The North and South branches of the Saskatchewan, or Ki-sis-kah-che-wun (the river that runs swift), have their sources in the Rocky Mountains, but a few miles apart. From their nearly common source the North branch diverges North-eastward, and the South branch, or Bow River, South-eastward, till at two hundred and fifty miles due eastward they attain a distance of three hundred miles from each other, the South branch being there within forty-five miles of the frontier; then gradually approaching, they meet at five hundred and fifty miles eastward from their source.

The length of the North branch, by the manuscript field notes of a survey of it, is $772\frac{1}{2}$ miles, and that of the South or main branch is about 810 miles.

From their junction the course of the main Saskatchewan to Lake Winnipeg is 282 miles by field notes, this makes the whole length of the Saskatchewan, from the source of the South branch, (which is the main stream) to Lake Winnipeg 1092 miles. Its magnitude will be more fully understood by the following comparison :—The total length being 1864 $\frac{1}{2}$ miles.

It is 184 miles longer than the Ganges.
“ 1164 “ “ “ Rhine.
“ 1649 “ “ “ Thames.
And only 376 miles shorter than the Nile.

A few miles west is the new and flourishing settlement of **PRINCE ALBERT**, situated on the South side of the North branch

of the Saskatchewan, about 45 miles below Carleton. This settlement extends for about 30 miles along the Saskatchewan, the farms fronting on the river and extending back two miles. The settlers, though principally Scotch, are composed of English, Irish, German, Norwegians, Americans, and Canadians. This settlement has increased rapidly, especially within the last two years, and now numbers about 500 souls, and the people are beginning to farm extensively. Several of the settlers have commenced stock-raising on a large scale, and the facilities for this branch of industry are of no ordinary kind, inasmuch as there is abundance of hay and pasture. As an evidence of the prosperity of the settlement, it may be mentioned that good horses, waggons, light waggons, and buggies are found everywhere. The settlers have also the most approved agricultural implements, mowers, reapers, threshing machines, &c. There are mills and stores and two schools in the settlement, one in connection with the Presbyterian Church, of which there are two, and the other in connection with the Episcopal Church. The North and South Saskatchewan run in a North-easterly direction for about 120 miles before they unite. The channels are almost parallel, and with an average distance of 20 to 25 miles apart. The land between the rivers is all good. Along the South side of the South branch the land also is good and fertile.

The seasons are much the same as in Manitoba, winter begins about the middle of November, and breaks up about the 10th of April. The rivers are generally open about the 20th of April. Snow falls to the depth of about two feet, and continues all winter.

The climate is exceedingly healthy, and, owing to the rolling character of the prairie and the loamy nature of the soil, ploughing can be commenced whenever the snow is off the ground, and especially on land cultivated for any length of time. Summer frost never injures anything. The wheat, barley, oats, roots and vegetables raised at this settlement could scarcely be excelled in any part of the world.

The country drained by the North branch of the Saskatchewan from Prince Albert up to Edmonton—a distance of over five hundred miles by the river—as well as that by its extensive tributary, the Battle river, (near the mouth of which the town of Battleford, the new capital and seat of the North-west Territorial Government is located) is of a general uniform character, more or less interspersed with woods sufficient for many years to come, but not sufficient to supply the wants of a large population, however this drawback will be overcome with the gradual development of the country, and opening up of the vast coal deposits and the forests westward on its immediate banks. It is highly probable, as will be pointed out hereafter, that we have the most extensive, perhaps the finest, coal fields in the world.

Fort Calgary, a station of the Mounted Police, on the Bow

River, is situated at the junction of Bow and Elbow Rivers, on a beautiful flat, as level as a cricket ground, and of immense extent. Buffalo in great abundance, and the rivers filled with fine mountain trout of great size, and the climate much milder than in Manitoba or the North Saskatchewan, and, if not quite equal for farming in grain raising, will, from its vast extent of rich nutritious grasses, become the great stock-raising country of the North-West. It takes but little capital to make a commencement by which a man may soon become independent. At Fort McLeod, a few miles further South on the Belly River, where two troops of the Mounted Police are stationed, they have a theatre and billiard table, which proves how civilization is gradually stealing over the "Great Lone Land."

Of the rivers not tributary to the Saskatchewan, but running within its country, and which invite settlement to their rich and beautiful valleys, the most important of which is the Assiniboine, by its very winding course, is over 600 miles in length. For 220 miles in direct distance from its mouth, its course is nearly west, and above that its course for upwards of 200 miles in direct distance is North-westerly, lying nearly parallel to Lake Winnipeg, at a distance of 240 miles west of it. At 220 miles west from its mouth, where it turns northward, it receives its tributary, the River Qu'Appelle, which continues directly westward 250 miles further, having its source near the elbow of the South branch of the Saskatchewan, 470 miles directly westward from the mouth of the Assiniboine, at the City of Winnipeg in Manitoba. Ascending the Assiniboine from its mouth, for upwards of 70 miles, to the Sand Hills, the country through which it flows within the Province of Manitoba is of the same rich alluvial character as the Red River. Beyond that is a sandy tract, 50 miles in length westward. Then for about 100 miles further west, to where it turns northward at the mouth of the Qu'Appelle, and for nearly 50 miles north of that, the Assiniboine may be considered the boundary line between the rich prairie region and the inferior and light sandy soil south and west of it.

Between the Sand Hills and the Qu'Appelle, the Assiniboine receives on the north side five considerable tributaries, from fifty to one hundred and fifty miles in length. Their courses being through a very fertile region, one of them, the Rapid River, or Little Saskatchewan, indicates the general character. This stream is beautiful and rapid, navigable for one hundred miles for canoes and bateaux, flowing through a beautiful valley, large open flats frequently occurring on both sides of the river, where the richness of the grass and the beauty of the various flowers prove the great fertility of the soil,—places marked out by nature to be cultivated and inhabited by man.

The *Swan River* enters a bay on the North end of Lake Winnipegosis, and is about two hundred miles in length by its course.

Near its mouth there are some very valuable salt springs, as also on Lake Winnipegosis, the brine of which, taken from the surface, is as strong as any of the celebrated salt works in the United States. The brine is very pure, yielding upwards of a bushel of salt from 30 to 40 gallons of water from the surface, proved by the practical experience of the writer. These springs will prove a valuable source of wealth, when with the rapid development of the country, extensive fisheries are established and communications improved. Ascending the river from Swan Lake, which is about six miles from its mouth, for two miles or so the banks are rather low; in the succeeding ten miles they gradually attain a height of nearly one hundred feet, where landslips occur in many places; the banks expose an alluvial soil of great depth, resting on drift clay. About thirty miles above Swan Lake the prairie region fairly commences. There the river winds about in a beautiful valley, the banks of which rise to the height of eighty or one hundred feet. Beyond this an apparently unbroken level extends on one side for a distance of fifteen or twenty miles to the Porcupine Hills, and for an equal distance on the other, to the high table land called the Duck Mountain. From this South-westward to Thunder Mountain, a traveller says: "*The country is the finest I have ever seen in a state of nature; the prospect is bounded by the blue outline of the hills named; in the plain, alternate wood and prairie present an appearance more pleasing than if either entirely prevailed; it seems as if it wanted but the presence of human habitations to give it the appearance of a highly cultivated country.*" The line of the Pacific Railway crosses the Swan River in this region.

LAKES MANITOBA AND WINNIPEGOOS.

These lakes are each one hundred and twenty miles in length, the greatest breadth of Manitoba is twenty-four miles, and of Winnipegosis twenty-nine; taken together they extend two hundred and twenty miles from North to South. The head of Winnipegosis being known as the Mossy Portage, which is only about four and a quarter miles in length, through low wet ground, and connects with Cedar Lake on the Main Saskatchewan. This important connection, which is now occupying the attention of the Government of the Dominion, would form a water line of communication of about one thousand five hundred miles in length from the City of Winnipeg, in Manitoba, to the foot of the Rocky Mountains.

BEAUTY, FERTILITY AND CLIMATE—OFFICIAL AND SCIENTIFIC TESTIMONY.

In the capacity of this pamphlet as merely a hand-book or guide, affording only such general information of a practical nature as will be useful to the intending pioneer immigrant, and capitalist,

in the present state of the country, it merely aims to point out the best and most suitable localities for more immediate settlement throughout that vast region, and the class best suited for success in those localities.

Those going to the Saskatchewan country as farmers or stock-raisers, would require to command sufficient capital to make a fair start with, as estimated under the heading of outfit, after landing at Winnipeg. Of course agriculturists with larger capital are the more eligible, and particularly those who desire to go into stock raising, profiting by their experience, and desiring larger and quicker returns for labor bestowed and capital invested.

The climate is cold, but not felt more intensely than in many parts of Ontario, owing to the dryness of the air, and the steady, unchangeable temperature. The heat is not very oppressive in summer, owing to there being a constant breeze blowing over the prairies, and the nights are always very cool.

The depth of the snow ranges from one to three feet, and will average about eighteen inches. The native horses feed out all winter without care, and cattle thrive well when stabled and fed on prairie hay.

WHAT THE "CHICAGO COMMERCIAL ADVERTISER" THINKS
OF MANITOBA.

"This great territory is also

The land of magnificent prairies

and great rivers, with fine navigations from the eastern almost to the further western and north-western boundaries, by the Saskatchewan with the Peace, Athabasca and McKenzie, whose navigable waters, running through the north-west and centre to the western Arctic, furnish ready routes of transportation.

Region of perfection.

With a pure atmosphere, a genial, healthful climate of early springtimes, and soft, hazy autumns; with dry, steady, sunny 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 acclimating sickness attendant upon their coming into more southern and less perfectly situated sections, while here in this health-giving air—summer or winter—their strength continues and improves, from their arrival.

Wheat.

The amount raised in the Province last year being about 450,000 bushels, of a general average of 63 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 2,000 bushels average 66 pounds, producing 46 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.

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 all through the great Saskatchewan and Peace River district, 1000 to 1500 miles.

They are much quicker walkers than horses; their feet being larger, they are less liable to mire in crossing streams and sloughs. They require 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 snow falls, though they do then require more or less feeding and some shelter.

There are surely thousands in Great Britain, sons of wealthy farmers and tradesmen, second and younger sons of the nobility, as well as young Canadians, who can come here and secure, in point of domain, an earldom.

Now, why don't they come? It must be because of their ignorance of the above fact. New Zealand gives every man that pays his own passage 40 acres, while if he wants any more it costs him a pound, or five dollars an acre. The Province of Victoria offers lands, first at auction at an upset or starting price of one pound per acre. Australia offers to any one having a lease from the Government of a sheep run, the privilege of making a pre-emption

of 640 acres, on which their buildings and other improvements may be, at the expiration of their lease, but he must pay the one pound per acre at the expiration of his pre-emption. While here (Manitoba) he has his homestead right to 160 acres, free, his pre-emption right of 160 acres, his tree-planting right to another 160 acres free, while if he wants any more he can get it at four shillings or one dollar per acre.

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 South-west 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 too, like the ox, have no feed but the wild grass; no grain in any form being given to them. The horses and cattle of this section are

Not a mixed 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 £2,000. 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 anywhere.

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, sired by as 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 or forkful of feed. The same is the case at all the trading posts and smaller settlements from Winnipeg to the Rocky Mountains, and up the great and magnificent valleys of the Athabasca and Peace rivers extending to the North-west, up to and beyond latitude 58 north and longitude 120 west of Greenwich.

The Mennonites

(German Quakers from Southern Russia) who took a grant of eight townships on the east of 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, 7 of the townships being direct 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 drones among them. Being of these thrifty working habits, 'tis but natural that they succeed. They are the most desirable foreigners that have come to this country for years. Most of them have more or less money and some are quite wealthy. Two years since a delegation visited this province from Iceland and made selections, by special arrangement with the Dominion government, of several townships on the west side of lake Winnipeg. Last year 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.

Of 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 travelled 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."

But the class that new sections really present the best openings for

are those men who are comfortably off themselves, who have a growing family, particularly of boys, and who wish to have their families grow up and settle about them, which I think is natural to all parents. Now-a-days in old sections it is almost certain that the boys will stray away and most of them to the West. Now, it is much better for the father to sell out his high-priced land, come to the new country, take up the cheap acres, homesteads, &c., enough for all his boys, and thus enable them to grow up about the home nest; this is wiser and better for all, than for the sake of a few years more of present comfort to find themselves alone in middle life or old age with more or less of their sons drifting about away from them. While for the daughters there is no comparison between the two sections in the chances they will have to get

husbands that can give them homes of their own, and all the independence that such possessions give them and theirs. Such men should come out and see if these things are not so. Educational facilities are attainable anywhere, if not, it is largely the fault of the settlers, for the munificence of the school grant of Manitoba is ample enough for all, if rightly managed. Again, the sons growing up with such surroundings and settled prospects, will escape much more of the foppery and unsettled views of life, than in older sections that show no openings except clerkships, &c.

COAL.

Referring to the vast and inexhaustible coal beds of the Saskatchewan, Sir William Armstrong, some few years ago, raised the question in the Old Country of the possibility of the coal mines of England, becoming after a time exhausted. The question was widely discussed at the time, and all became thoroughly convinced of what paramount importance to a country's prosperity were the coal fields.

From Geological reports, and the Engineer's surveys, the Saskatchewan district possesses one of the largest coal fields in the world.

Between the 59th parallel and the North Sea, it has been calculated that there cannot be much less than 500,000 square miles that are underlaid by true coal. The average breadth of this belt is about 280 miles. In addition to the coal, this country contains rich deposits of iron ore.

On the North Saskatchewan River, coal prevails with little interruption in beds two and two-and a-half feet thick on the banks of the river, from a little below Edmonton, upwards for two hundred miles.

On the Pembina River, 70 miles to the West, there is a seam ten feet thick, of a very superior quality. On the Battle River it is also noted, and in the Red Deer branch of the South Saskatchewan, 170 miles from its mouth, are extensive deposits of coal, and at 100 miles further up it is there in beds so close, that, of 20 feet of strata exposed, 12 feet are coal.

WOOL-GROWING IN MANITOBA.

Attention has of late been drawn to the fine texture and length of wool produced in this Province; and from inquiry we learn that sheep, as far as they have been tried, are here almost, if not entirely free from disease—the mutton is of good quality, and the fleeces heavy. This is a matter of major importance; and though we cannot overlook the value of the stock as a food-producer,

the value of the fleece, both for home manufacture and for export, is a consideration which will commend its production to the farmer and stock raiser; and the expansion of the small bands of sheep which now graze on the prairies into large flocks will be but the matter of a little time. This freedom from disease is doubtless due in a great measure to the usual dryness of the climate; and with a sufficiency of hay, and the natural shelter of the bluffs in the woody districts, they thrive well during the winter, and require but little care. Sheep under favourable circumstances return a large profit to their owner, and in a climate adapted to their production they usually claim a large share of attention.

The experience of many years shows that no physical impediment, arising from climate or soil, exists to prevent the prairies of our North-west becoming one of the best grazing countries in the world, and with the introduction of immigration, in a few years, the beautiful prairies of the Red River, the Assiniboine and Saskatchewan, will be enlivened by numerous flocks and herds, and a cattle trade already springing into importance, will rapidly increase, or, without much difficulty, be diverted into a southern channel. For raising cattle and horses, Manitoba is equal to the State of Illinois, and for sheep-raising it is far superior. The quality of the beef and mutton raised upon our northern grasses, has been pronounced of superior excellence. Among the peculiar advantages of Manitoba, for stock-raising and wool growing, the most prominent are—1st. The richness and luxuriance of the native grasses. The grass is mainly cut on the swamps and meadows, which chequer the prairies, or fringe the streams and lakes. 2nd. The great extent of unoccupied land, affording for many years to come, a wide range of free pasturage. 3rd. The remarkable dryness and healthfulness of the winter. The cold dry air sharpens the appetite, and promotes a rapid secretion of fat, and a vigorous muscular development. The wool grows finer and heavier, and mutton, beef and pork is sweeter and more juicy. It is nearly forty years since the introduction of sheep into Red River, and no case of any disease attacking them has ever been seen or heard of. Well fed ewes produce fleeces from 2 to 3½ pounds. Wethers produce fleeces from 6 to 8 pounds, the wool being of a good quality.

According to established laws of nature, cold climates require a large quantity, and finer quality of wool or fur, than warmer ones; hence the wool and fur-bearing animals are found in perfection only in northern regions. The thick coating of the sheep, especially identifies it with a cold country—the excessive heat to which their wool subjects them in a warm climate, as in Australia, generates disease. In Manitoba they are not subject to the rot and other diseases so disastrous to sheep in warm and moist climates. Beyond all question, wool would be the best crop to raise for some time to come for exportation, as the freight on £40 worth of wool, will not be more than on £1 worth of wheat.

GAME.

The prairies and forests abound in great variety of wild animals, among which are deer, bears, wolves, foxes, wild cats, racoons and rabbits, otter, mink, beaver and musk-rat are the principal aquatic animals that frequent the water courses. Buffalo in the Saskatchewan valley. Pigeons, grouse, partridges, and prairie chickens are among the feathered game. In the fall and spring, ducks and geese are found in immense numbers.

Duck shooting is to be had in every part of Canada. The birds come north in the spring of the year, and make their homes for the summer in the numerous small lakes to be found in the interior of every Province. They hatch their young on the shores, bringing them up on the wild rice and other food with which the lakes abound. In the autumn they are to be seen in countless thousands. Two men well up in the sport may easily bring down three hundred brace in a day. Such shooting does not compel one to go beyond the confines of civilization. Many of the best lakes for the purpose can be reached from the large towns in a few hours by rail or coach. At or near the lakes there are clean, comfortable, well-kept hotels, where one may be accommodated for four, six, or eight shillings per day, everything included. Wild geese are frequently killed in these lakes, though as a rule they spend the summer further north, while in the woods near the lakes a day's shooting is almost certain to bring the sportsman a well filled bag of miscellaneous game.

In the way of wild animals there are in the old Provinces, bears, foxes, wolves, moose, cariboo, red deer, otter, mink, pine marten, sable, hares, racoons, squirrels, etc., while in the far west there are immense herds of buffaloes on the plains, and grizzly bears and other animals in the Rocky Mountain region. Of feathered game there are woodcock, snipe, pigeons, plover partridges, quail, geese, ducks, brant, curlew, and prairie fowl while of eagles, hawks, owls and other such birds there are many varieties. All game is common property; the sportsman is at liberty to shoot where he likes, what he likes, and when he likes, with this exception: that during the close time of the year it is illegal to take game.

The hunting-grounds may be reached by way of Sarnia and Collingwood and the Lakes to Duluth; thence by the St. Paul's and Pacific Railway to Winnipeg.

There is a class of men in Manitoba known as "plain hunters," from the fact that they live chiefly by buffalo hunting. They are nearly all half-breeds, a cross between French or English and Indians, and are undoubtedly the most expert and successful buffalo killers on the American continent. The services of a few of these men can be secured without difficulty and at a moderate cost. Their horses, an active wiry breed, are trained to the sport,

and appear to take as much pleasure in it as do their masters. At Winnipeg, men, horses, tents, camp furniture and everything else necessary for a hunt over the prairies can be either hired or purchased. Before engaging guides, however, the sportsman should consult the local agent of the Government, who will readily give him every advice and assistance. The half-breeds are, as a rule, trustworthy, honest and respectful; still it is always the best policy to have the advice of one in authority in making your arrangements.

It is not intended here to describe a buffalo hunt, with all its excitement, its danger, and its novelty. The sportsman, however, may be advised to go and experience it for himself. It is the perfection of hunting, and as horse, rifle and revolver are brought into service, it will at once be seen that it has special and peculiar attractions for Englishmen, accustomed as they are to both hunting and shooting. To the genuine sportsman nothing can be more enjoyable; and he returns after his two months on the plains feeling that he has at last, for a time, been in reality a dweller in "the happy hunting grounds."

Those who have time and who have made the necessary preparations, may extend their trip westward to the Rocky Mountains in search of bears and other large game. They may even pass onward into British Columbia, the forests of which afford splendid sport.

MANITOBA GAME.

SPORT.—C. V. Alloway, writing from Manitoba to friends in Montreal, says:—"I have just finished my fall duck hunt. The Hon. James McKay and myself in two days killed 480 large stock ducks and 103 fall ditto. We also got three large moose and any number of chickens, rabbits, etc. During my summer rambles I managed to kill three grizzly bears."

GAME.—Messrs. Wm. Chambers and Tom Chapman have returned from a trip to Lake Manitoba. They succeeded in a day and a half's shooting in bagging two hundred and thirty-five ducks and four large geese.

A party consisting of Messrs. H. G. McMicken, Robt. Woods, and S. L. Bedson brought down seven hundred and eight-three ducks, in two day's shooting on the east side of Lake Winnipeg.

Some gentlemen who were out along the stage road to Pembina, report prairie chicken plentiful enough about twelve or fifteen miles from this city (Winnipeg.)

A gentleman who returned from on Monday, reports immense flocks of wild pigeons met with on the course of the stage road.

Here is a sporting item from an Emerson Manitoba paper. Mr. C. A. Skeffington, while hunting on the Scratching River a

week ago, shot 250 ducks in one day, 20th September. He had two guns, and a servant loading while he was shooting.

The buffaloes have wintered on the nutritious grasses of its prairies, up to as high a latitude as Lake Athabaska; and the Half-breeds and Indians camp out in the open plains during the whole of the winter, with no shelter but a buffalo skin tent and robes, and horses of the settlers run at large and grow fat on the grasses which they pick up in the wood and bottoms.

The moose is still abundant on both sides of the Peace River, and the wood buffalo is still found between the Athabasca and the Peace River about lat. 57°. From 500 to 1,000 head is the estimate of the hunters. Black bears are very numerous on the upper part of the Peace River, and furnish the chief food of the people in July and August. Cariboo are north and east of Lake Athabasca, and are the chief food of the Indians and Half-breeds of that region. Rabbits are in immense numbers wherever there is timber, and are easily taken. Waterfowl are beyond computation, during September, in the neighbourhood of Lake Athabasca, and large flocks of Canada geese are found on Peace River all summer. Lynx, beaver, martin and fox make up the chief fur-bearing animals.

An English Lady's Sporting Tour.

Lady Grace Lowther, wife of the Hon. Hugh Lowther, heir presumptive to the Earldom of Lonsdale, has been on a sporting tour in the Far West, accompanied by her husband, the Hon. C. Fitzwilliams, and the Hon. J. Burke-Roche, who was not killed by the Indians. They had a wonderful time with their rifles. The party left Cheyenne on the 12th August, and on the 23rd left the railroad at the little station, Rock Creek, whence they pushed north for over four hundred miles in a direct line. For three months they were away from civilization entirely. Mr. and Lady Grace Lowther, with one attendant, were often off by themselves for long periods, and in stalking for deer, watching for mountain sheep, or having it out with a big grizzly bear were always side by side. The hunters had brought with them for heavy game express rifles of Woodward's make, having the Snider rifle calibre 577, and carrying 120 grains of powder and a bullet of some 350 grains. These bullets are slit in front, and on entering the quarry tear a hole which means pretty certain death. Lady Grace had an English gun of 20 bore, adapted for either shot or bullets; and with this neat weapon could bring down grouse enough to keep the camp larder excellently replenished. Lady Grace is the picture of health. A face as brown as a berry, sets off a pair of laughing eyes which are as bright as deer's. The liveness, spring and

erectness of her carriage mark the expert horsewoman and daring rider. As a fly-fisher, she easily makes a cast of sixty or seventy feet, and delights to hook and play the most vigorous of salmon the Scottish lochs provide. In following the hounds Lady Grace has frequently made her mark at home, and it is her wish to be at the seat of the Marquis of Huntly, her brother, to enjoy the ante-Christmas meets, that has led her and her husband to forgo a projected trip to Canada for moose and tabogganing. The party killed thirty-one bears, many of which weighed up to 700 pounds, and there was one fellow that was eight feet long. He was shot on Norwood Creek, and he weighed 1,200.

GAME AND SEASONS FOR SPORT IN ONTARIO.

Fish, can be taken between.

Salmon and Lake Trout.....1st December to 1st November.
 Speckled Trout, Brook & River Trout...1st May to 15th September.
 Bass15th June to 15th May.
 Maskinonge and Pickerel15th May to 15th April.

Game, can be shot between.

Deer15th September to 15th December.
 Partridge and Grouse1st October to 1st February.
 Duck1st September to 1st January.
 Woodcock1st August to 1st January.
 Snipe15th August to 1st May.
 Quail1st October to 1st January.
 Plover1st November to 1st May.
 Hares or Rabbits1st September to 1st March.

HINTS AS TO CAMPING OUTFITS.

Should the tourist not go the length of building a shanty, good tents are a matter of the highest importance to him. An ordinary "ridge tent" holds six or seven very comfortably, and it is the most convenient form for general purposes. The ridge pole should generally be carried about from place to place, and the requisite number of tent-pins should always be on hand; uprights can easily be cut at any point on landing. Great care should be taken in the selection of a site which will not be flooded in case of rain. A deep trench should be dug on the upper side, opening at each side somewhat beyond the ends of the tent. The tent should be provided with a lantern which can be hung from the ridge, and also with a mosquito bar. This allows good ventilation without affording admittance to mosquitoes.

Boats should be secured at some points on the lakes or be brought from elsewhere. They should be stoutly built, as they

frequently come in contact with the rocks. The greatest caution should be used in landing in the dark. Many boats are, in a few days, rendered almost wholly unseaworthy if they are not carefully handled in this respect.

Clothing of the strongest materials desirable, especially in the case of those articles which are likely to come in contact with the rocks. Flannel shirts and woollen socks should be worn, and a tolerably warm coat should be taken up, as the nights are often cool. Old gaiter boots answer most of the purposes of the ordinary visitor. Unless he is very indifferent to flies and mosquitoes, he will not care to visit any swamps. Two double blankets, wrapped and strapped in two yards of waterproof cloth, will constitute his portable bed. A mosquito net for the head often comes in conveniently in the evening.

HINTS TO SPORTSMEN.

.Don't point your gun at yourself. Don't point your gun at any one else. Don't carry your gun so that its range includes all your hunting companions. Don't try to find out whether your gun is loaded or not by shutting one eye and looking down the barrel with the other. Don't use your gun for a walking-stick. Don't climb over a fence and pull your gun through muzzle foremost. Don't throw your gun into a boat so that the trigger will catch on a seat, and the charge be deposited in your stomach. Don't use your gun for a sledge-hammer. Don't carry your gun full cocked. Don't carry your gun with the hammer down. Sportsmen must bear in mind that as civilization advances the larger game retires further from settlement.

HOMESTEAD RIGHTS

Unappropriated Dominion Lands, the surveys of which have been duly made and confirmed, shall, except as otherwise herein-after provided, be open for purchase at the rate of 4s per acre; but no such purchase of more than a section, or six hundred and forty acres, shall be made by the same person, provided that whenever so ordered by the Minister of the Interior, such unoccupied lands as may be deemed expedient from time to time may be withdrawn from ordinary sale or settlement and offered at a public sale (of which sale due and sufficient notice will be given) at the upset price of one dollar per acre, and sold to the highest bidder.

Payment for lands, purchased in the ordinary manner, shall be made in cash, except in the case of payment by scrip, or in military bounty warrants, as provided by law.

Any person, male or female, who is the sole head of a family, or any male who has attained the age of eighteen years, shall be entitled to be entered for one-quarter section, or a less quantity, of unappropriated Dominion Lands, for the purpose of securing a Homestead Right in respect thereof.

The entry of a person for a homestead right shall entitle him to receive at the same time therewith an entry for an adjoining quarter section then unclaimed, and such entry shall entitle such person to take and hold possession of and cultivate such quarter section in addition to his homestead, but not to cut wood thereon for sale or barter; and at the expiration of a period of three years, or upon the sooner obtaining a patent for the homestead under the fifteenth sub-section of section thirty-three of "The Dominion Lands Act," shall entitle him to pre-emption of the said adjoining quarter section at the Government price of one dollar per acre; but the right to claim such pre-emption shall cease and be forfeited, together with all improvements on the land, upon any forfeiture of the homestead right under the Dominion Lands Act.

The title to lands shall remain in the Crown until the issue of the Patent therefor; and such lands shall not be liable to be taken in execution before the issue of the Patent.

In case it is proved to the satisfaction of the Minister of the Interior that the settler has voluntarily relinquished his claim, or has been absent from the land entered by him for more than *six months* in any one year without leave of absence from the Minister of the Interior, then the right to such land shall be liable to forfeiture, and may be cancelled by the said Minister; and the settler so relinquishing or abandoning his claim shall not be permitted to make more than a second entry.

FISH.

The larger lakes abound in white fish, a delicious article of food, weighing from four to five pounds. The fisheries of the lakes, when properly developed, will form an important source of revenue. The rivers and streams abound in pickerel, pike, catfish, sturgeon, sun fish, gold eyes, &c., so that Manitoba, and the North-west to the Rocky Mountains, present superior attractions to the tourist and sportman.

In the fisheries of the great fresh water lakes, Ontario is possessed of no inconsiderable resource. The waters of Lakes Huron and Superior are teeming with life, and on the north shore of Lake Superior alone, 30,000 barrels of white fish and salmon trout are yearly put up for market.

Great numbers of siskawit, the fattest and finest species of the lake trout family; and large lake trout, namaycush, and white fish, attihawmeg, are packed annually for market on the shores of Lake Superior.

The siskawit may be said to be peculiar to this lake. They are caught readily by the hook, but are more commonly taken by means of gill-nets, which are set a yard or two from the bottom, in water of about 20 feet depth—the lower edge of the net being anchored by means of small stones attached to cords, while the upper edge is sustained vertically by means of thin laths or spindles of light wood. These nets are set at night, and are drawn in the morning.

The siskawit weighs from five to twenty pounds, while the lake trout often weighs as much as forty or fifty pounds.

Of all the fish caught upon the lake the siskawit is most prized on account of its fitness. White fish are, however, much more delicate, and are preferred to all others by the white inhabitants and travellers.

The fisheries of Lake Superior and Huron are of great value to the people living upon the shores of these lakes, and of importance to the countries on the other and lower lakes, and the Island towns, near their borders. To the poor Indian the bounties of the great lakes are of vital importance, for, without the fish, the native tribes would soon perish.

The fish which are the most plentiful in our lakes and rivers are the salmon trout, the common trout, maskinonge or maskelonge, white fish of great variety, pike, pickerel, bass, perch (a good pan fish,) and herrings. The sturgeon is caught in our waters frequently weighing from 80 to 100 pounds. The smaller rivers and streams teem with the speckled trout. Perhaps the chief favourites of our waters are the white fish and maskelonge. Many thousands of barrels of salmon, white fish, and herrings are annually exported at present, chiefly to the United States.

Trolling for bass, pickerel, and lake trout furnishes good sport in the Muskoka and Parry Sound Districts. A visit to the Maganetawan, and the south branch of the Muskoka River, as well as to Trading Lake, amply repays those who go there. These waters are much resorted to by anglers from the United States.

The above fishing grounds can all be reached from Toronto by the Northern railroads and its connecting steam boat lines.

MINNESOTA v. MANITOBA.

The London *Times*, of October 24, 1879, in an editorial, comments on a letter from Mr. Andrews, formerly United States Minister at Stockholm. This gentleman, writing from St. Paul, Minnesota, of course advocates the claims of his own State as the most desirable location for settlers, in opposition to Manitoba and other places in the Dominion. The *Times* falls foul of this idea, and shows (1) how ignorant English people are of the two countries

in general, and of the United States in particular; (2) that it is easy to get hold of land in the latter country, but the problem is what to do with it, instancing the by no means imaginary case of Martin Chuzzlewit in Eden.

"Many an emigrant" says the article, "becomes the proprietor of a farm in the Great Republic which he cannot cultivate at a profit, which he cannot sell at any price, and in which he may have sunk his small capital. These considerations seldom receive due weight from the intending settler. His knowledge of the country is obtained at second-hand, and most probably from the seductive and misleading documents issued by the railway companies, which have large landed estates in the principal States of the Union. When these estates are sold a sum of money passes into the coffers of the companies, while the purchasers bring traffic to the railways. A citizen of the United States is an adept in advertising his wares, and all the citizens of that country are at one in desiring to encourage immigration from Europe. They know that nothing has paid their country better than immigrants.

The *Times* then explains the conditions and working of the United States Homestead Act, and then after pointing out the hardships the settlers have to put up with, even on Mr. Andrew's own admission, it adds: It is unquestionably that the facility for acquiring land in the United States has been the main reason why our agriculturists have gone thither. The same reason will continue to be potential in the cases of any who may now think of improving condition by a change of country and of nationality. Liberal though the provision of the United States Homestead Act are, yet they involve on the part of our countrymen who profit by them a renunciation of their birthright as citizens of the British Empire. This is a sacrifice even more keenly felt by most of them than severance from the place of their birth and beginning life anew in a strange land. This consideration has induced many emigrants to prefer the long voyage to New Zealand or one of the Australian Colonies to the far shorter trip across the Atlantic. The Dominion of Canada has always invited immigrants, but till recently that splendid country had nothing to offer which could rival the prairie States of the Far West. All this is changed, however, and the emigrant can now find in Canada as great inducements to settle there as Minnesota, or any other State in the Union, can offer. The Canadians, if more scrupulous, are less energetic in advertising their country than the citizens of the North American Republic. Conterminous with Minnesota is the Province of Manitoba. All that Mr. Andrews has said in praise of the former may be truthfully repeated with regard to the latter. The area of Manitoba is but small in comparison with that of some Western States; yet it is twice as large as Massachusetts, and it can support many millions of people and furnish a large surplus of grain for exportation. Yet Manitoba is but a single

Province in a territory which is open and ready for settlement—a territory covering 380,000 square miles, exceeding in extent France and Germany combined, and equal in fertility to any corresponding tract on the globe. In the Canadian North-west there is a Homestead Act under which the settler is treated still more generously than in the United States. He pays but £2 for his title to the 160 acres which are granted to him on condition that he resides there three years, and he can obtain another piece of equal area on paying 4s. an acre. At the period of obtaining the land absolutely he must be a British subject by birth or naturalization; this provision is one that gives the immigrants from the Old Country no concern.

The *St. Paul Pioneer Press*, referring to the visit of the delegates of the British tenant-farmers, says:—"They have been deeply impressed with the amazing fertility of the North-west, and they entertain the same unfavourable opinion of the character of the system—or want of system—of agriculture pursued, expressing serious doubts as to the ultimate result, believing that it will tend to the ruin of the land. They all concur in the idea that when once the British tenant-farmers are fully assured that the North-west is really what it has been represented to be, a large tide of emigrants will sweep forth to populate it. Especially will this be the case under the depressing influence of bad crops for the past five successive seasons. 'When,' as one of them expressed it, 'capital is absorbed in the payment of rent, the tenant-farmer must seek other and more profitable investments elsewhere.' That is the gist of the entire situation of the British tenant-farmers very succinctly condensed."

DISGUSTED EMIGRANTS.

Recent English arrivals in Texas returning: a Yorkshire farmer a victim to deceit.

New York, Oct. 22, 1879—Several English immigrants who have sojourning in Texas, have returned here disgusted with the soil and climate. They report nearly all the English immigrants leaving there.

New York, Oct. 23.—David McCaib, one of the Yorkshire farmers who recently passed through the city, on their way to Texas, returned to this city yesterday with his family, and complains that he was greatly deceived as to the character of the land, which he came here to cultivate. He accuses the agent of the Galveston, Harrisburg, and San Antonio railroad, of misrepresentation. He says that the land offered to immigrants at 3 dollars an acre is totally unfit for farming purposes, and that good land is held at 20 dollars an acre, and is only sold in lots of 800 acres. He says that most of the immigrants are already moving northward.

TABLE OF DISTANCES.

Liverpool to Halifax...2440 Miles.	Toronto to Hamilton... 39 Miles.
" Portland 2700 "	" Harrisburg. 58 "
" Boston ...2810 "	" London ...115 "
" Quebec ...2634 "	" Chatham ...179 "
" New York 3010 "	" Windsor ...225 "
" Montreal 2712 "	" Northern R.R.
" Toronto...3145 "	" to Richmond
" Sarnia ...3333 "	Hill 18 "
" San Fran-	" Newmarket 34 "
cisco, via	" Belle Ewart 53 "
Quebec ...6080 "	" Barrie 64 "
" San Fran-	" Orillia 86 "
cisco, via	" Washago...103 "
New York 6338 "	" Cravenhurst 116 "
Halifax to Quebec ... 686 "	" Collingwood 94 "
" Montreal 858 "	" Meaford ... 215 "
" Ottawa ...1022 "	Hamilton and N. W. R.
" Toronto...1191 "	Hamilton to Colling-
" Detroit ...1422 "	wood... 110 "
" Chicago ...1706 "	" Barrie ... 97 "
Portland to Montreal 297 "	Toronto to Niagara
Boston to Montreal 408 "	Falls ... 52 "
Toronto and	Port Hope to Peterboro' 31 "
Sarnia to Manitoba,	" Lakefield.. 40 "
"Rail & Lake route" 1160 "	" Lindsay... 43 "
Toronto to Manitoba,	" Beaverton 66 "
"all Rail route" ....1405 "	Brockville to Perth ... 40 "
Toronto to Chicago... 515 "	" Carleton Pl. 45 "
Grand Trunk R.R.	" Arnprior 69 "
Quebec to Montreal ...172 "	" Ottawa ... 73 "
" Cornwall...239 "	" Sandpoint 74 "
" Prescott ...284 "	Hamilton to Galt 31 "
" Brockville .217 "	" Guelph ... 47 "
" Kingston...344 "	" Elora..... 60 "
" Belleville...392 "	" Fergus ... 63 "
" Cobourg ...436 "	Hamilton to Harriston 95 "
" Port Hope..442 "	Prescott to Ottawa ... 54 "
" Toronto ...505 "	New York to Niagara
" Ottawa ...338 "	Falls... 443 "
Toronto to Guelph ... 48 "	" Hamilton
" Stratford ... 88 "	(Canada) 486 "
" London ...120 "	" Toronto... 525 "
" Goderich ...133 "	Toronto to Orangeville 40 "
" Sarnia .....168 "	" Mt. Forest.. 88 "
" Uxbridge... 43 "	" O. Sound...127 "
" Woodville... 63 "	" Sault Ste.
" Cobocenk... 87 "	Marie ...348 "

LAKE SUPERIOR PORTS.

	Sault Ste Marie to Point aux Pins	...	...	...	6 Miles.
	Point aux Pins to Batchawaing ...	...	...	...	52 "
	Batchawaing to Michipicoton River	...	...	...	62 "
	Michipicoton River to Pic River	...	...	...	95 "
	Pic River to Nepigon ...	...	...	...	100 "
	Nepigon to Silver Islet ...	...	...	...	60 "
	Silver Islet to Prince Arthur's Landing...	...	...	...	21 "
	Prince Arthur's Landing to Fort William	...	...	...	5 "
	Fort William to Duluth ...	...	...	...	198 "
	Duluth to St. Vincent ...	...	...	...	400 "
	St. Vincent to Winnipeg...	...	...	...	63 "
	Winnipeg to Poplar Pt. 46 Miles.		Winnipeg to Fort Ed-		
	" High Bluff 53 "		monton 870		"
	" Portage La		Emerson ..	62	"
	" Prairie. 62 "		Icelandic		"
	" Little Sas-		Settlement	56	"
	katchewan 143 "		Victoria ...	24	"
	" Shoal Lake 180 "		Rock Lake	115	"
	" Fort Ellice 210 "		Morris ...	25	"
	" South Sas-		Selkirk ...	24	"
	katchewan 500 "		Oak Point	60	"
	" Victoria ... 800 "		Rapid City	168	"

The distances in Manitoba are only approximate, as in many cases the trail or road varies across the Prairie land.

THE LAKES.—The following are measurements of the lakes named:—“The length of Lake Superior is 335 miles; its breadth, 160 miles; mean depth, 688 feet; elevation, 627 feet; area, 82,000 square miles. The length of Lake Michigan is 300 miles; its breadth, 198 miles; mean depth, 690 feet; elevation, 506 feet; area, 23,000 square miles. The length of Lake Huron is 200 miles; its breadth is 160 miles; mean depth 600 feet; elevation, 274 feet; area, 20,000 square miles. The length of Lake Erie is 250 miles; its breadth is 80 miles; its mean depth is 84 feet; elevation, 555 feet; area, 6,000 square miles. The length of Lake Ontario is 180 miles; breadth, 65 miles; its mean depth is 500 feet; elevation, 261 feet; area, 6,000 square miles.”

The *International* states that Mr. Stevens, tp. 2, range 7, obtained from seven and one-half bushels of oats planted an average of eighty bushels to the acre; but as the weight of the grain was forty pounds to the bushel, this would make an average of ninety-four bushels to the acre. Mr. S. Ray, of the same township, had a yield of thirty-five bushels to the acre of wheat that weighed sixty-six pounds to the bushel. Truly it may be said of this country that nature is in such good humour, that she has only to be tickled with a plough to laugh herself into a harvest.

A NOVA SCOTIAN ON MANITOBA.

S. S. Grant, formerly of Nova Scotia, writing to the *Montreal Witness*, under a recent date, from Winnipeg, says:—

“There has been a great deal said about the prairies, but it has been no exaggerated account, as I have been an eye-witness. It is the garden of the Dominion, and all that is wanted is people of energy and pluck to come here and make a home for themselves. Anyone having from £500 to £1,000 capital cannot do better than come here at once. Sometimes the black clay sticks pretty tight to a person's feet, but when the sun comes out it is soon dried up in the city; but in the ploughed land in the country it is no worse than in our own homes. I have seen them ploughing the unbroken prairie, and planting potatoes in the furrow, and covering them with the plough, and when this is done, harrowing it over at the finish; and farmers here say that the yield is 500 bushels to the acre, and turnips 1,000 and other grains and cereals the same accordingly.

“On account of so many people coming in there is a good market for all productions of the country. Potatoes were sold yesterday at 80c. per bushel, and oats at 80c., and other things accordingly. Beef and flour quotes the same as the Montreal market. Canadian horses sell for \$220 per span, and heavy English horses which are mostly used here, sell for \$300; oxen from \$120 to \$200, which are more profitable on account of being kept on prairie hay. They are much faster walkers than our own oxen, having been trained to it for long journeys. One word to wind up this long letter; I have travelled most of the United States and all the Lower Provinces, and have seen nothing to compare to this Province. I have been an eye-witness to what I now write.”

THE PROVINCE OF ONTARIO.

Ontario is essentially an agricultural country. The producing class, then, is that which the country needs—men to clear the forest lands, to cultivate the soil, to build houses, to make the ordinary household goods, and to open up communication from one part of the country to another, by the construction of roads and railways. The classes most needed, consequently, are farmers, agricultural and other labourers, building mechanics, such as bricklayers, stone-masons, carpenters, plumbers, painters, and glaziers; other mechanics, as cabinet-makers, tinsmiths, blacksmiths; also tailors and shoe-makers. Men to whom plenty of work and good

wages are an object, will find Ontario just the place for them. It cannot be too strongly impressed upon the intending emigrant that of professional men, and of book-keepers and clerks, Ontario has already enough and to spare. Of the female sex the class most in demand are household servants: these are always sure of immediate employment, at good wages. There is also a considerable demand for dressmakers, milliners, and seamstresses, all of whom can obtain much better wages than they can at home.

Farmers possessing moderate means can readily purchase or lease suitable farms of from one to two hundred acres, more or less cleared and improved; and, by ordinary discretion and industry, can scarcely fail, if blessed with health and strength, very materially to improve their condition in a few years, and to afford their children, as they grow up, a favourable start in life. Uncleared land varies in price from 2s. to 40s. an acre, according to situation and soil. Cleared and improved farms can be bought at prices ranging from £4 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate.

CLIMATE AND PRODUCTIONS.

The climate of Ontario is warmer in summer, and colder in winter, than that of England; but the air being dry, the heat is not found to be oppressive; while the clear sky and bracing air of winter render that season, in the opinion of many, the most pleasant of the year. The frosts of winter have a powerful effect in opening the soil, and the snow protects the ground from the winds and sun of the early spring, then the melting snow fills the ground with moisture, and replenishes the wells with an abundant supply of water.

The productions of Ontario are similar to those of Western Europe. Cereals, grasses, and root-crops find here their appropriate climate; while fruit is produced in great abundance.

Experienced farmers will find excellent chances of acquiring suitable farms at moderate prices in different parts of Ontario. In the older settlement land is higher in value than in the newer districts, where farms are only partially cleared. There are always lands of both kinds for sale.

Men commencing as labourers, without any capital but strong arms and willing minds, seldom keep in that condition very long, but after a period of more or less duration they generally become employers of labour themselves. It is this moral certainty of rising in the social scale, when the proper means are employed, that brightens the hope and stimulates the exertions of the needy settler.

EMIGRATION.

TENANT FARMERS.—Improved farms, with dwellings and farm buildings, can be purchased at from £4 to £10 sterling per acre, or for the amount required to carry on a leased farm in Great Britain. There is no class to which Canada offers a better field than to the tenant farmers of Great Britain and Ireland who are anxious to change their condition of leaseholders to that of owners of the soil.

Canada is comparatively so close to England (Liverpool to Quebec being the shortest sea passage to America, average 9½ days), and the means of inter-communication are so numerous and expeditious, that within a very few years it is not unreasonable to expect that the Dominion will supply the home market with farm produce as readily as did Ireland twenty years ago, and with far more profit to the producer.

The superiority of Canadian dairy produce has now been fully established.

The winter wheat of Ontario, exhibited at the Paris World's Exhibition in 1866, took the first prize; and at the Fruit Show in Boston, U.S., in 1873, the largest ever held, Canada took the first prize for outdoor hardy grapes and plums, and six medals for peaches, pears, &c., in competition with each and all of the States of the American Union.

FARM LABOURERS AND SERVANT GIRLS.—Employment can readily be obtained at good wages.

EDUCATION.

One of the chief attractions of Ontario as a home for immigrants is its admirable system of free public education. It has been brought to its present perfection by much care and study. The systems prevalent in the United States, and in the most advanced countries of Europe, have been carefully studied, and their best points appropriated.

The Public Schools are under a Board of Public Instruction and a Chief Superintendent. There are fifty-three Inspectors, who visit each school twice a year. The Public Schools are all free. All resident children between the ages of five and twenty-one years are allowed to attend them, and the children of all classes are educated therein without distinction.

The Public Schools are non-sectarian. The children of all denominations are admitted without distinction.

The personal effects of emigrants are not liable to Customs' duties on arrival in Canada.

In all European countries the lands were divided among fortunate families in times of violence and war. In many of these countries the tendency is still to keep the wealth of the nation in the hands of a few individuals. The masses toil incessantly to accumulate riches for their superiors.

In this Province the large mass of the people started in life nearly on equal terms; each man had his 100 or 200 acres of bush land, and very little else. By his own labour he cleared for himself a valuable homestead out of the forest. A large part of the population of Ontario is composed of these, who are owners of their own farms gained from the wilderness through their own self-reliant exertions.

The following is a summary of the Act respecting Free Grants in Ontario as amended in 1869, and of the Orders in Council made thereunder:—The Lieutenant-Governor in Council is authorized to appropriate lands, not being mineral lands or pine-timber lands, as free grants to actual settlers, under regulations to be made for that purpose, no such grant is to be made to any person under eighteen, or for more than 200 acres. Failures to perform the settlement duties forfeits the location. The mines and minerals are reserved to the Crown. Every head of a family having children under eighteen years of age can obtain, gratis 200 acres of land; and any person arrived at the age of eighteen may obtain a grant of 100 acres, in the Free Grant Districts.

Any locatee under the Act, being the male head of a family as aforesaid, is allowed to purchase an additional 100 acres at 50 cents per acre cash, at the time of such location, subject to the same reservations and conditions, and the performance of the same settlement duties, as are provided in respect of Free Grant locations by the 9th and 10th Sections of the Act, except that actual residence and building on land purchased will not be required.

The settlement duties are: to have 15 acres on each grant cleared and under crop, of which at least 2 acres are to be cleared and cultivated annually for five years; to build a habitable house, at least 16 X 20 feet in size; and to reside on the land at least six months in each year.

The settler may not cut any pine timber, except for fencing, building, or other farm purposes, and in clearing for cultivation, until the issue of the patent; or if it be cut, the settler must pay timber dues to the Crown. The object of this reservation of timber is to protect the *bona fide* settler, and to ensure the actual settlement of the land. It is to prevent persons going upon it, under pretence of settlement, but in reality for the purpose of stripping it of the timber, which is very valuable. It does not in any way interfere with the man who settles upon the land in good faith, as he is authorized to clear it as rapidly as his industry or means may permit; and after the patent issues, all pine trees re-

maining on the land become his property absolutely. On the death of the locatee, the land vests in his widow, during her widowhood, unless she prefers to except her dower in it. The land cannot be alienated, except by will, nor mortgaged until the patent issues, nor within twenty years of the location, without the consent of the wife, if living. Nor will it at any time be liable to be sold under execution, for any debt contracted before or during the twenty years after the location, except for a mortgage or pledge given after the issue of the patent. It may be sold for taxes.

In order to make a successful settlement upon a free grant, the settlers should have at least £40 to £50 (200 dollars to 250 dollars) after reaching his location. But immigrants on their arrival in the country are advised to go out first for a year or more as agricultural labourers. The experience thus acquired will far more than compensate for the time lost. The settlers are always willing to help new comers. A house, such as is required by the Act, could be erected by contract for from £8 to £10 (40 dollars to 50 dollars); but with the assistance which the settlers would certainly receive from his neighbours, it might be erected for even less. The best season of the year to go on to a free grant is the month of September, after harvest work in the old settlements is over. There is time to put up a house and get comfortably settled before the winter sets in; and during the winter the work of chopping and clearing can go on. In this way a crop can be got in during the first spring. The operation of putting in the first crop is a very simple one. Ploughing is at once impracticable and unnecessary. The land is light and rich. All it needs is a little scratching on the surface to cover the seed. This is done with a drag or harrow, which may either be a very rough primitive implement—a natural crotch with a few teeth in it—or it may be carefully made and well finished.

THE PETERBORO' LAKES.

Rice Lake, 25 miles long and 3 broad, where is bass fishing and duck shooting of the best, is within easy reach of Cobourg by the Peterboro' and Marmora R. R., or the Midland Railway from Port Hope. At the town of Peterboro' are capital hotels.

The Otanabee River, a sluggish stream some 20 miles in length, and 100 to 120 yards wide, affords excellent sport in black bass; the season begins in June and lasts till October.

From Peterboro' it is a drive of seven miles to Bridgeworth, the starting point for *Chemong Lake*. The land on either side the lake is under cultivation, and studded with farm-houses. There are numerous islands covered with shrubs and small trees. From here commences a chain of lakes for about 50 miles. Among them *Buckorn*, *Black Duck*, and *Lonesick Lakes*, are good districts for deer hunting.

THE SCUGOG LAKES.

These are reached at Lindsay by the Whitby and Port Perry Railway from Toronto.

Lindsay is the County Town and a place of some importance, being the centre of an important lumbering industry. The Scugog River here connects by a lock with the lake; nine miles further is *Pigeon Lake* and the town of Bobcaygeon, where is a good hotel.

In May, June, and July, muscalonge are plentiful, black bass, also grouse and large partridge, and deer also in season. A series of small lakes can be reached from here. Crandall's steamers connect daily from Lindsay with *Sturgeon Lake*.

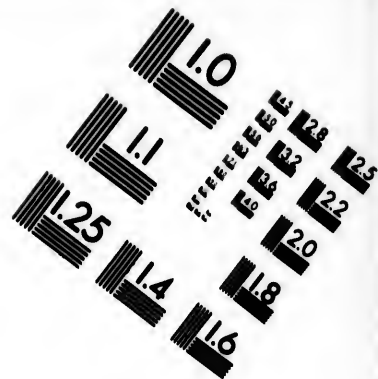
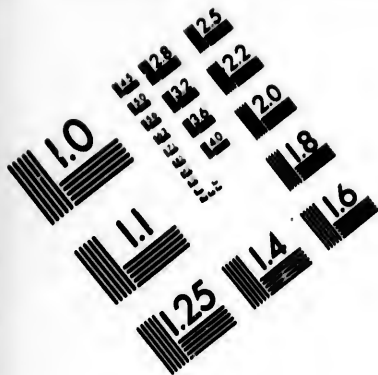
Mr. Archibald Thomson, writing from Port Carling, Muskoka, to the *Montreal Witness*, in reply to another correspondent who had reflected upon the soil of that district, states:—"I have been in Muskoka eight years and say without doubt we have as good soil as can be found in any part of Ontario. We have all kinds of soil—loam, clay, muck, and sand, and the best of soft water from springs, creeks, rivers, and lakes, also mountain and valley. We can produce as good grain, vegetables, roots, and hay as can be raised in any new section of Ontario. We have as good horses, cattle, sheep, swine, and poultry as can be raised of the same breeds anywhere else. Our climate is healthy. We have game, fish wild berries, and nuts in abundance. We have a highway by cars or steamer to any part of the world; we fear not famine, sword, or pestilence. We are pushing the forest back into the wilderness. Most of us came here poor, but we are living better, and growing wiser and more generous."

OTTAWA, Oct. 13, 1879.

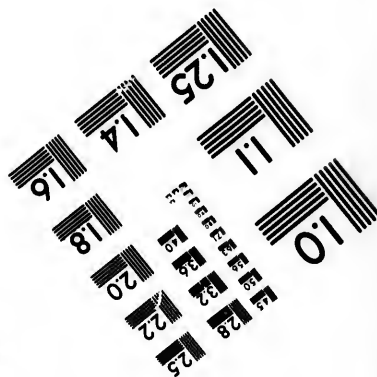
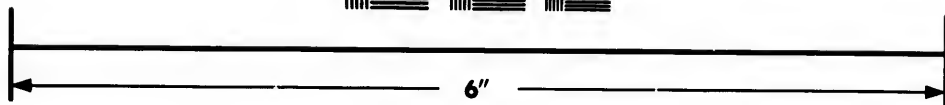
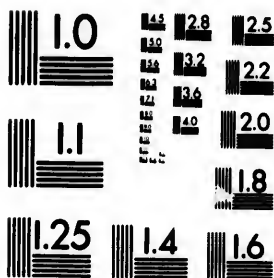
Mr. S. Dawson, M.P., for Algoma, has returned from a visit to his constituency. He says that the tide of immigration still contributes a quota to Algoma. In the Msnitoulin Islands the population has increased considerably during the year. The crops have been prolific, and the roads built by the Ontario Government have, through their judicious location, contributed materially to the general development of the colony and the settlement of its lands. Along the north coast of Lake Huron the settlers have been favoured with very fine crops of wheat, and the country is being rapidly settled.

At Thunder Bay the mining prospects are better than they have been for several years past. Some very important new mines have been discovered, and there is a disposition on the part of American capitalists to invest in that district. Several agents from France have also visited the district. They are desirous of taking up mineral lands; also of constructing establishments along the Ontario shores for the canning of lake fish, especially trout





**IMAGE EVALUATION
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and whitefish, for exportation to Europe. The principal mover in this matter is the Baron de Guichainville, who claims that the canned fish would obtain an enormous sale in Europe, and he believes the industry offers an opening for a paying investment. It is probable that establishments for this purpose will be located next spring.

Respecting the mining industry, Mr. Dawson states that the Duncan mine has become rich in silver and copper at 550 feet below the surface. The silver Islet is as productive as usual. The Prince's Bay mine has been partially opened and found to be very rich both in silver and copper. A gold mine has been opened by the McKellars on the Little Pic River.

AN ENGLISH FARMER IN MUSKOKA.

(To the Editor of The Globe.)

SIR,—I am an English farmer, two months out from the Old Country, as a pioneer for several English families. I have selected land in the township of Bethune, and am highly satisfied with it, and think the Government is making a great mistake in not inducing the English delegate farmers, now in Canada, to come back here and see the country. There is good land, and for grazing purposes not to be beaten even in Staffordshire, my native county. The bush is easily cleared, and an incoming settler can, without difficulty, get twenty acres of crop in the first year. The land can be cleared ready for crop for £3 sterling per acre, and less. There is plenty of building timber, and the country is well watered. Good spring water is obtainable almost in any spot. I sank twelve feet and found an excellent spring close to my shanty. The country is so well adapted for grazing purposes, and so close to the capital of the Province, that it surprises me that some effort is not made to swarm the district with English farmers, men who all their lives have been trained to the breeding and raising of stock. Another great feature of the district is this: that cattle running in the woods during the summer months make good beef. So sure am I of this district becoming in a few years—if the right class of settler is introduced—one of the best cattle-breeding and raising sections of Ontario, that I intend investing my all in it. The land is being fast taken up, and I hope that some immediate steps will be taken to bring some of the English farmers, about coming out from the Old Country, into this district, whilst it is still to be had. Land should be selected for them and held till their arrival. The introduction of these English farmers would be an immense advantage to themselves and to the district and Province as their

capital would—by giving work to the poor settlers in here—enable those settlers to hold on their land and prosper. An introduction of capital and farming knowledge is what is wanted to make this district a valuable addition to the Province of Ontario.

Yours, etc.,

RALPH CLOWES.

Bethune, District of Parry Sound, Oct. 17, 1880.

On a sixty-acre farm three miles north of London, Ontario a farmer and his three daughters gathered in the following harvest:—300 bushels of fall wheat, 60 bushels of spring wheat, 300 bushels of oats, 200 bushels of peas, 300 bushels of potatoes, 50 bushels of apples, and 30 tons of hay. In addition to these there were produced and maintained 60 chickens, 140 dozen eggs, 30 young pigs (which sold for three dollars per pair), 8 fat pigs, 280 pounds of butter, 11 head of cows, and 2 horses. With the exception of three or four days during the binding of the fall wheat and threshing of the same, the proprietor of the farm received no other assistance than that afforded by his three industrious daughters. And to cap all, the father, who is seventy years of age, put in twenty acres of fall wheat a week or two since unassisted by any one.

FARMING IN THUNDER BAY DISTRICT.

(From the Sentinel.)

Now that the Crops are all secured in this region, it may not be out of place to say something regarding them and our agricultural prospects generally.

In the first place we may congratulate ourselves on the fact that it is no longer problematical that everything that is grown in any part of Ontario, excepting perhaps the more delicate kinds of fruits, can be raised here just as well. Now that the farmers have got in a position to cultivate their land properly this is clearly shown. In the townships adjoining here, whenever the land has been properly prepared, and the seed sown in time, excellent results have been obtained this year. This will always be the case, as the soil is of the very best quality.

A good many people here seem to take it for granted that this is altogether a mineral country, and that it is quite out of the question to think of raising farm produce, so that when we tell them that in our neighbourhood to the west of us we have a block of 400,000 acres of first-class clay loam soil, capable of producing all kinds of crops, they may think we are drawing too largely upon our imagination. What we assert however, is true, as any

one who will take the trouble to drive through that portion of the tract comprised in the townships of Oliver and McIntyre can see for himself. The face of the country generally is rolling, so that but little drainage is required, and on nearly every lot can be found very rich deposits of black soil that in time will be found of great value for fertilizing purposes.

This tract offers superior advantages to the settlers when compared with heavily wooded land, as generally after the second ploughing, it will be found entirely free from stumps. The small poplar that grows on the land enables fences to be constructed at small cost, which lasts, when the bark is removed for years.

The Dawson road, as all know, is good, and the new one constructed this summer is excellent, and brings this land much nearer to Prince Arthur's landing.

When it is considered that farm produce of all kinds commands now, and is likely to for a long time, much higher prices here than in any other parts of Ontario, it is a marvel to us why we have not more settlers, when the inducement of good land for nothing, excellent roads and the best of markets is presented. When we call to mind, however, the large settlements on the Manitoulin and St. Joseph Islands and around Sault Ste. Marie, in spite of the statements that formerly were so current that these places were unfit for the raising of cereals, we take courage, knowing that it will be with us as it was with the place mentioned, that our country has only to be known to be appreciated. In conclusion let us impress upon our readers these facts, that we have excellent roads leading from that place into as good a tract of land as there is in Ontario, sufficient in extent to allow of each one of 500 settlers having 160 acres of land that will be given as a free grant, that the prices of produce are twenty per cent. ahead of the Toronto markets, and that we have a climate generally preferable to that of Eastern Ontario.

ST. JOSEPH'S ISLAND.

THE CROPS, PROSPECTS, &C.

(Letter to Guelph Mercury.)

The harvest is now fairly over. As to crops this year, they are all that could be expected under the circumstances. Where settlers had opportunity of putting in their seed in the spring in anything like reasonable time, the harvest is abundant in every instance. In cases where the crops are poor the reason is simply—no chance in spring.

The yield in fall wheat is as good as any in Ontario, and in quality it is far superior.

Spring wheat generally light in straw; grain good and particularly light in colour.

Barley generally very good, and in some instances the finest sample I ever saw.

Oats have been all over an abundant crop. I saw some growing on Mr. Henry Patterson's farm, fully seven feet high, with heads measuring twenty inches.

Potatoes, as I mentioned in a previous letter, are noted for their good quality and fine flavour, a particularly good crop. One party who planted a little over a bushel harvested this week forty bushels. Potatoes weighing 2 pounds and 2½ pounds are quiet common. I saw one potatoe that weighed over three pounds.

In regard to work this winter, there are about 2,000 cords of wood to cut, for the use of the steamboats in summer, and, I believe, from 50,000 to 70,000 cedar ties.

Wild ducks are very plentiful on and around the Island this season; pheasants are also very numerous.

Yours, &c.,

J. S. F.

Richard's Landing, St. Joseph's Island,

TORONTO.

Toronto is the capital of Ontario, and the most promising city of Canada. Its population now numbers 70,000. The streets are spacious, and its public buildings and institutious peculiarly fine, and worthy of detailed inspection.

The drives are numerous and attractive, and first-class carriages for four people, at 4s. per hour, can be engaged. Six railways centre in the city—the Grand Trunk, East and West, Great Western, Northern, Toronto, Grey and Bruce, Nipissing, and Credit Valley Railways. Thus all parts of the Province are within easy reach, and excursions to the many points of interest in the interior facilitated. The City is the seat of the Provincial Government, the place of residence of the Lieutenant-Governor, and the acknowledged intellectual, literary, and business centre of the Province of Ontario. The architectural features of Toronto are exceptional, not only as regards the public buildings, but also the private and mercantile establishments, and few cities of even larger size compare with it in this respect.

Toronto is the starting point for all points of interest on the "Northern Lakes of Canada."

The Lakes of Muskoka are within a few hours of Toronto by the Northern Railway.

The Chicago and Collingwood line of steamers connecting with the Northern Railway, sail twice weekly between Chicago

and Collingwood, and form a speedy and pleasant route between Toronto and the West through Georgian Bay, &c.

For a grand Summer tour, the following route is unsurpassed. Buffalo, Niagara Falls, Couchiching, Lakes of Muskoka, Collingwood, thence Collingwood Line steamer *via* Georgian Bay, to Great Manitoulin Channel, Sault Ste. Marie, North Shore of Lake Superior, Thunder Bay, Duluth, thence by rail to St. Paul and Chicago, or by the South Shore of Lake Superior to Detroit and Buffalo, or return by Collingwood Line and Northern Railway to Toronto. The whole round trip to Lake Superior returning to Toronto occupies nine to ten days.

Shorter trips may be made by the Northern Railway and the Collingwood Lake Superior Line or the Georgian Bay Transportation Company's Steamers to Sault Ste. Marie and Mackinac. The round trip occupies about four days.

These are the only lines passing through the inside picturesque route of the Georgian Bay and North Manitoulin Channel, and through island scenery unsurpassed by the Thousand Islands of the St. Lawrence.

At Toronto the tourist can remain over a day, and visit the world-renowned Falls of Niagara. Leaving Toronto, if during the season of navigation, by the Palace Steamers at 7 a.m., he can have seven hours at the Falls and return to the city at 8 p.m., at a small cost for the whole trip; or he can proceed by the Great Western Railway, passing through the City of Hamilton. New arrivals from the old country will find in Toronto comfortable places provided by the Government, where they can stay a short time, if necessary, before proceeding on their journey. The arrangements for the new settlers are under the management of Mr. J. A. Donaldson, Government agent, a gentleman who is widely known for his careful attention and willingness to give information to all new comers.

The old Province of Ontario had an area of about seventy-eight million acres, of which about a third was surveyed, and for the most part granted and sold. But of the surveyed portion upwards of three millions of acres yet remain to be disposed of, either as free grants to settlers or by purchase.

The recent award, however, of the arbitration on the boundaries of Ontario, gave to that Province an immense extension of territory,—an extension as great as the whole of the rest of Ontario exclusive of the Lakes Ontario, Superior, Huron, and Erie. The Province of Ontario will in the future possess an area of fully 200,000 square miles. This is 80,000 square miles greater than the area of the United Kingdom; only 12,000 square miles less than the whole German Empire; only 2000 square miles less than France; and equal to the combined areas of Holland, Portugal, United Italy, Switzerland, and Belgium. The new territory alone possesses an area greater by 20,000 square miles than the group of countries just named, excepting Italy.

FARMS AND LANDS.

Uncleared land varies in price from 2s. to 40s. an acre, according to situation and soil. Cleared and improved farms can be bought at prices ranging from £4 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate. Emigrants possessing means would do well not to be in haste to purchase, but to get some experience before taking so important a step. Agricultural labourers would study their own interests by accepting employment as it may be offered on arrival, and they will soon learn how to improve permanently their condition. Persons accustomed to the use of mechanical tools, who intend turning their hands to farming, will often find such an acquisition of great convenience and value.

PROSPERITY OF IMMIGRANTS IN ONTARIO.

Men commencing as labourers, without any capital but strong arms and willing minds, seldom keep in that condition very long, but after a period of more or less duration they generally become employers of labour themselves. It is this moral certainty of rising in the social scale, when the proper means are employed, that brighten the hopes and stimulates the exertions of the settler.

In coming to Ontario, old country people will find themselves surrounded by appliances of comfort and civilization similar to those which they left in the old land: the means of educating their children universally diffused; religious privileges almost identically the same; the old national feeling for the land of their fathers loyally cherished; and an easy means of intercourse, both by steam and telegraph, with every part of the great British Empire, of which Canadians are proud to boast that their country forms an integral and no inconsiderable part.

CLIMATE AND PRODUCTIONS.

The climate of Ontario is warmer in summer and colder in winter than that of England; but the air being dry the heat of summer is not found to be oppressive; while the clear sky and bracing air of winter render that season, in the opinion of many, the most pleasant in the year. The frosts of winter have a powerful effect in opening the soil, and the snow protects the ground from the winds and sun of the early spring.

MINES AND MINERALS.

The mineral wealth of Ontario can hardly be surpassed in variety and richness, but may be said to be almost entirely undeveloped.

Iron in large quantities is found a short distance back from Lake Ontario, in the country between the Georgian Bay and the Ottawa; also, in the same region, copper, lead, plumbago, antimony, arsenic, manganese, heavy spar, calc spar, gypsum or plaster of Paris, marble pronounced by good judges as fully equal to Carrara, or that obtained in Vermont, and building stone, all of them in large quantities near the surface. Gold has also been found in the same region, but not as yet in quantities sufficient to pay well. Mica is also found in considerable quantities, and is very profitably worked.

COST OF GOING.

The following may be used as an approximate cost of those going from Great Britain to Canada and Manitoba :

To Quebec, Cabin ...	... from	£12 0	to	£18 0
" " Intermediate ...	"	8 8	"	0 0
" " Steerage... ..	"	6 6	"	0 0
" Toronto, Cabin ...	"	14 0	"	19 0
" " Intermediate ...	"	9 10	"	0 0
" " Steerage... ..	"	7 8	"	0 0
" Manitoba, Cabin ...	"	22 0	"	26 0
" " Intermediate ...	"	13 13	"	0 0
" " Steerage	"	10 15	"	11 15
" New York, Cabin...	"	12 0	"	18 0
" " Steerage	"	6 6	"	0 0

ADVICE TO SETTLERS AND TRAVELLERS.

BAGGAGE.

Baggage is understood to mean wearing apparel, &c., and should be securely packed in strong trunks or chests, with handles, Arrangements are made to check baggage from points in Canada to Winnipeg, Manitoba. Carry as little hand luggage as possible.

In packing articles to transport, you should make a list of contents (not items in detail, but the general contents; if household articles, say "Household Goods;") which are admitted free as settlers effects. It is best to number packages or boxes, No. 1, No. 2, &c., and mark them plainly with marking ink or tags before shipping.

Marking with cards and paper is useless, as they often get torn off in transportation.

150 lbs. baggage checked free.

Children under five years of age ride free; between five and twelve, half-fare; over twelve, full fare on railroads.

LUGGAGE.

Household articles, such as bedding and bed-linen, carpets, curtains, cutlery, and articles of ornament, when already possessed by the emigrant, should be brought out, as the freight on these will be much less than similar articles would cost if bought there; and many other little household necessaries which if sold would not bring much, but would add greatly to the comfort of the emigrant in his new home. There should also be brought wearing apparel; also mechanics' tools and implements of trade, if not too cumbersome in their nature; but tools should not be bought for the express purpose of bringing them out to Canada, as those best suited to the work can readily be procured in any part of the Province. Furniture of every kind should be disposed of at home, as furniture more suitable in Canada can be bought there more cheaply.

The settler should, when able, pack his luggage in common wooden boxes, with iron bands at the corners, ordinary trunks and portmanteaus being liable to be broken on the journey. In these boxes should be placed all the property of the settler, except what is necessary for use during the voyage. The name and destination of the settler, should be painted on the box in letters at least 4 inches long; it should also be numbered and marked whether wanted in the voyage or not. These boxes should not be more than 3 feet 6 inches long, 2 feet 6 inches in width, and the same in depth.

Settlers are induced to make a clean sweep and part with everything they have before leaving the old country, because it is said that charges for excess of luggage are so large that they would come to more than the things are worth. Now there are many little household necessaries which when sold wouldn't fetch much, but these same things if kept would be exceedingly valuable in the new country or the bush, and prove a great comfort to the family as well. It is not, therefore, always advisable to leave them behind; they may not take up much room, and the cost of freight would be little compared to the comfort they will bring. The personal effects of settlers are not liable to customs duty in Canada. Excess of luggage (unless very bulky) is seldom charged for on the Canadian Railways.

Lay in as good a stock of clothes before leaving home as you possibly can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, etc., are cheaper in the United

Kingdom than in Canada. The emigrant's bedding, if it is good, should be bought; and if he has an old pea jacket or great coat he should keep it by him, for he will find it most useful on board ship.

Agricultural labourers need not bring their tools with them, as these can be easily got in Canada, of the best description, and suited to the needs of the country.

Mechanics are advised to bring such tools as they have, particularly if specially adapted to their trades.

Both classes must, however, bear in mind that there is no difficulty in buying any ordinary tools in the principal towns at reasonable prices; and that it is better to have the means of purchasing what they want, after reaching their destination, than to be hampered with a heavy lot of luggage on their journey through the country. It must also be borne in mind that the tools bought in Canada will likely be specially adapted to the use of the country.

Settlers and others going out with means, as saloon passengers, sometimes take with them the greater portion of their household furniture, bedsteads, tables, pianos and other heavy and cumbersome articles. Nothing could be more absurd than this. The cost is very great, the articles are likely to be damaged on the voyage; and, even if they reach Canada uninjured, many of them will be found to be out of place and the next thing to useless. All heavy household furniture should be sold off; it is much better to make a clean sweep of it and go out, so to speak, "in light marching order." Furniture of all kinds can be bought in Canada as cheaply as in England. The pianos made in Canada are second to none. Everything in the way of house furnishings is to be had at reasonable prices, and much better suited to the country than the English made articles.

By following out the advice given one may go to Canada with ease and comfort. The voyage is a short one, from eight to ten days; the steamships are of the very best class, and the wants and welfare of the passengers are carefully and constantly looked after. In fact, it is little else than a pleasure trip on a large scale.

Intermediate and Steerage Passengers are allowed ten cubic feet for Luggage for each adult; for all over that quantity a charge of 1s. for each cubic foot will be made.

Cabin passengers are allowed twenty cubic feet, about four trunks.

Steerage passengers are allowed ten cubic feet, about two trunks.

Baggage not wanted on the voyage should be marked **BELOW**.

Passengers should be on board with their baggage one hour before the time of sailing. Baggage for intending passengers received on all Companys' Piers and cared for by the Companys' Baggage Master.

OUTFIT.

The steerage emigrant has to provide his own bedding, and eating and drinking utensils, which consist in general of one mattress, 1s. 8d.; one pillow, 6d.; one blanket, 3s. 6d.; one water can, 9d.; one quart mug, 3d.; one tin plate, 3d.; one wash basin, 9d.; one knife and fork, 6d.; two spoons, 2d.; one lb. of marine soap, 6d.; one towel, 8d.—Total, 9s. 6d. The whole of these articles can be obtained at a sea-port in a few minutes' time, or may be hired on some of the Steamship lines for the voyage at much less cost. The greater part of this information the emigrant will doubtless have received by letter; but it should be confirmed on arrival at the port of embarkation, as the published time for steamers is sometimes changed.

MONEY TABLE.

STERLING MONEY IN CANADIAN CURRENCY.

Sterling Money.	Its equivalent in dollars and cts.	Canadian currency.	Its equivalent in Sterling Money.
£ s. d.	Dols. Cts.	Dols. Cts.	£ s. d.
0 0 1	0 02	0 01	0 0 0 $\frac{1}{2}$
0 0 2	0 04	0 02	0 0 01
0 0 3	0 06	0 03	0 0 1 $\frac{1}{2}$
0 0 4	0 08	0 05	0 0 2 $\frac{1}{2}$
0 0 5	0 10	0 10	0 0 5
0 0 6	0 12	0 15	0 0 7 $\frac{1}{2}$
0 0 7	0 14	0 20	0 0 10
0 0 8	0 16	0 25	0 1 0 $\frac{1}{2}$
0 0 10	0 20	0 50	0 2 1
0 0 11	0 22	1 00	0 4 1
0 1 0	0 24	2 00	0 8 3
0 1 3	0 30	3 00	0 12 5
0 1 6	0 36	4 00	0 16 5
0 1 9	0 43	5 00	1 0 6 $\frac{1}{2}$
0 2 0	0 49	6 00	1 4 8
0 2 6	0 61	10 00	2 1 1
0 5 0	1 22	20 00	4 2 2 $\frac{1}{2}$
0 10 0	2 43	25 00	5 2 9
1 0 0	4 87	50 00	10 5 6 $\frac{3}{4}$
5 0 0	24 33	100 00	20 10 11 $\frac{1}{2}$

For general purposes it will be sufficient to remember that the Canadian cent and the English half-penny are almost identical in value.

The safest manner in which to bring or send out money in large sums, is by bill of Exchange or letter of credit on any

good Bank in the Province. These can be obtained from Banks in the United Kingdom. The immigrant should not bring Bank bills for personal and immediate expenses—bring sovereigns; or, for small sums, Post Office Money Orders on Offices in Ontario will be perfectly safe. The Post-office Savings' Bank allows four cent. interest.

HOW TO GO AND WHEN TO GO.

Presuming that the intended settler has made his mind up to make his residence in the Dominion of Canada, either permanently, or as a traveller, or on a shooting expedition, the first question thought of is how to go, and the cost. Any one looking over a map of Canada, will see the shortest route from any Port in Great Britain to Canada or Manitoba, is by the St. Lawrence to Quebec, in Summer, and *via* Halifax in Winter; although the route to various points of Canada, *via* New York, is in point of time as quick, owing to shorter railroad distances, and fast steamships. The three principal steamship lines booking passengers to the Dominion of Canada, *via* Quebec, are the "Allan," "Dominion," and "Beaver Lines." The "Allan" is the largest and pioneer Mail Steamship Company, owning 22 steamers, with a tonnage of 66,000 tons, and last season carried over 16,000 passengers. The "Dominion" Line have added some fine freight and passenger steamships to their fleet, and the "Beaver Line" are also working up. Arriving in Quebec, the settler will be transferred with his family and luggage to the Government buildings, without any trouble; and watchful and obliging agents of the Dominion will there see that he is properly cared for and forwarded to his destination. He can proceed Westward either by the Grand Trunk Railroad, or by the St. Lawrence River steamers. The quickest and most direct travelling being by the Grand Trunk Railroad, he may proceed on his journey by that route, passing Montreal and Kingston, and arriving in Toronto in about twenty-four hours. At Toronto the following railroads have their stations, and passengers can proceed West, North and South, by the Great Western, Grand Trunk, Northern, Toronto, Gray and Bruce railroads. If the settler's destination is Manitoba, *via* the Collingwood and Duluth Line, he will find in Toronto, on arrival of the Grand Trunk trains from Quebec, the Northern Railroad service ready to take him on as soon as his luggage is transferred to their porters. Should his passage ticket read by the Sarnia line of steamers, he will proceed on without change of cars on the Grand Trunk Railroad, to Port Edward, at Sarnia, where he will embark on board the Lake Superior steamers without trouble. From the end of April,

to the middle of November, the settler will find by the lake and rail route either by Toronto or Sarnia, to Manitoba, a cheap and comfortable route, with only one-day's difference in time, than travelling all the way by railroad, and less fatiguing for families. On arriving at the City of Winnipeg, every advice and information will be given by the Government Agent for Manitoba, and will be found reliable.

Should the route to Canada and Manitoba, *via* New York, be selected the lines of steamships are numerous. The "Inman," "Cunard," "White Star," "National," "Anchor," are all well known as old established companies. The returns at Castle Garden, New York, from the Government department, show that the "Inman" line last year carried the largest number of passengers *via* New York, and since the formation of the Line have carried nearly one million passengers. Leaving New York by the popular Erie Railroad, you arrive at Niagara Falls in a short time, where you take the Great Western of Canada, for places West. If going to Manitoba by Lake Superior and Railroad, you can leave the Great Western at Hamilton, and proceed by the Hamilton and North Western to Collingwood, or if by Sarnia Lake route you continue on to that place by the Great Western Railroad. Should you wish to proceed by the all rail route, *via* Chicago and St. Paul's, the best roads to take from Detroit, will be the Michigan Central, and from Chicago to Manitoba, the Chicago and North Western Railroad will be found the most popular American road with travellers.

If the settler intends taking up land in Canada or Manitoba, for farming,—unless he has friends to stay with before he can commence work in the Spring, it is of little use leaving the Old Country until the middle of April. Should he arrive earlier, before the snow and frost has left the ground, no work can be done. Expense is incurred in lodgings, before settling on new lands, whereas, when he arrives in May, no time is lost in putting up a house, and preparing a crop with Spring weather. A good tent will answer all purposes, until a building is erected, and expense saved. These remarks apply chiefly to any one who intends settling in Manitoba, on new lands, not of course to those who purchase improved farms with suitable buildings.

The prairie sod *must be broken in June or July*; when the grass roots are filled with juice, to secure a thorough rotting of the turf; and, if turned early in June, potatoes may be dropped into the furrow, and covered by the plough with the tough sod, and will grow through it; the yield will be about half a crop. Indian corn may also be planted on the sod, while turnip seed may be sown, and very lightly covered; but the ground will be in better condition for the succeeding year, when nothing is planted upon the turf. In the following spring the ground should be thoroughly harrowed, and the wheat drilled

in or sown broadcast. If sown in May, it will be ready for the reaper early in August, and as soon as it is taken off, ploughing may commence for the next year's crop. An early variety of Indian corn should be used. After the furrow is turned, it may be planted by chopping a place with a single stroke of the hatchet, dropping the corn in, and pressing it down with the foot. Squashes, pumpkins, and melons grow on the sod. Beans also may be grown on the turf, and, by using early varieties of seed, an abundant supply of these articles of food may be raised for the use of the family. A great advantage to the new settler, in having a good yoke of oxen is that they will work better in the breaking plough, and grow fat on the grass that they eat at night; whereas, the horses, accustomed to a liberal supply of oats, will not do so well on grass alone.

Settlers and others leaving England, Ireland, Scotland, &c. say about the 15th to the 30th April, will have ample time to arrive at their Lands in Manitoba to sow their first crop, and will escape the spring rains in April and beginning of May which sometimes makes the roads heavy for travelling and also prevents early seeding, besides saving the expense of a month's lodging.

Land can also be inspected to better advantage in May or June when the soil is dry than during the spring rains.

The emigrants who go to Manitoba for settlement, should, for the present, be of the agricultural class, and possessed of sufficient means to begin with. Sometimes high wages are given to labourers and artisans, but the labour market, in a new country, being necessarily restricted, persons going to seek for employment should have special information before they start.

The spring, or early summer, is the best time for the intending settler to come out, as it is also for farm and other labourers. Farm hands should recollect that although harvest time is the best for them, and they obtain higher wages than, it is better to come out before harvest, and endeavour to get an engagement by the year, thereby securing steady employment during the dull season. It is also well for farm labourers to remember that there is some difference between farming in England and in Canada, and that they will be much more valuable after they have spent a year here and learned "the customs of the country," than on their first arrival; and that, therefore, it is very unwise to refuse an engagement for a year because the wages appear to be a little low, or less than hands who have been for some years in the country are getting.

As a rule the settler should not come to Canada during the winter months, say, from December to April, as there is less chance of the mechanic or artisan obtaining employment than at any other time; and as the ground is covered with snow, there is, of course, no opening for the tenant-farmer or agricultural labourer until spring.

If you intend driving over the prairie, you would do well to provide yourself with the following articles, if you do not happen to have them :—

A Tent.	Tin cups.
Frying pan.	Tin plates.
Kettle to boil water.	Knives and forks (common).
Tea pot.	Iron spoons.
Water pail.	Some wrought nails.
Axe.	A piece of leather (strong),
Hatchet.	paper of wrought tacks, some
Butcher knife.	stout twine.
One or two plough lines and	
Bedding.	

And your provisions as follows :

Tea.	Ham, bacon or pork.
Sugar.	Flour.
Salt.	Baking Powder.
Pepper.	Butter.
Biscuits.	Matches.
Some Pain-Killer, in case of sickness.	

Get hobbles made for your horses to prevent their straying away from you at night. Hobbles are straps made to confine the fore-feet of the horse to prevent his galloping away. These straps are fastened on just over the hoof above the fetlock, the legs being allowed a play of about a foot apart. In this way the animal can only hop along and cannot consequently travel any distance during the night. Hobbling horses does not in the least interfere with their feeding. When travelling, make it a rule to start as early as possible in the morning, take long rests in the middle and heat of the day, and travel again in the cool of the evening, so as not to wear out your horses.

The pleasure of travelling over the prairie may be interrupted now and again by mosquitoes and sometimes bad roads, but taking it altogether, it is quite an enjoyable trip. You eat heartily and sleep well, and you have plenty to employ your time in looking after your team, making and striking camp, and meals. Occasionally you will find some shooting; and at some seasons of the year, especially in the spring and in the fall, you will meet with numbers of ducks, pheasants, and prairie chickens. It is not improbable that you may come across a deer, a fox, or even a bear, but they are not numerous; altogether you will not find the journey irksome, especially if you take care at starting to have everything in proper shape, according to the instructions we have given you.

Clothing should be loose to allow free and full working of all the organs of the body, as well as for the passage of air. The material of winter clothing, which comes next the body, should be

made of flannel, or heavy wire-woven goods, or sufficiently heavy silk under garments. Wool is warm and preserves heat, and notwithstanding the fact that a person may keep himself warm in cotton or linen, a sudden exposure to cool air quickly proves the superiority of wool, for both woollen and cotton allow a rapid radiation of heat. A necessary and important item in the outfit, is a good tent with poles, for the journey after leaving Winnipeg, as well as for accommodation until a small house can be built. A good supply of bedding with a large sized water-proof or India rubber blanket, which will be found of great value to lay next the ground, and thereby always keep the bedding dry and comfortable; each family should be possessed of a small assortment of the usual apertient medicines, &c., in case of accidents.

The necessary capital to make a fair start with depends very much upon circumstances: the construction of the Railway will afford lucrative employment; and a settler with a family who determines to commence farming on his arrival, ought to have provisions for one year, or the wherewithal to procure them. Such an one, desiring to start comfortably, should have the following:

One Yoke of Oxen, say	£24
One Waggon.....	20
Plough and Harrow	5
Chains, Shovel, Tools.....	14
Stove, Beds, &c.	14
House and Stable, say	48
Seeds, Yoke, &c.	3
	<hr/>
Total	£128

A person having 1000 dols., or £200 sterling, can, if he wishes, carry on farming on a larger scale, purchase another quarter section or less, at the rate of one dollar per acre, and in addition cut all the hay he wants in the marshes. A very comfortable house, large enough for a family of several persons, may be built at a cost of 260 dollars, or £52 sterling. It would be 16 x 20 ft. inside, contain a living room 13 x 16, bedroom 7 x 12, pantry 4 x 7, on the ground floor, with stairs leading to the attic.

The house would need five windows, one outside and two inside doors. The items of expense would be approximately as follows, not including assistant labour, that may be required:—

4000 feet common lumber, at 30 dols.....	£24	0
4000 shingles, at 6 dols.	4	16
Nails, &c.....	5	0
Sheathing paper (to make air tight)	6	0
Doors, windows, &c.	7	12
For contingencies, say	5	12

The eaves should project a foot or more, to carry the rain from the sides of the building; until bricks can be obtained for the chimney, a joint of stove pipe will serve instead, only great care should be taken to protect the surrounding wood from taking fire. The house should front towards the east or west. The winds prevailing in Manitoba are from the north, and south-west. Easterly storms do not often occur. In building the house, oaken posts at each corner, five to six feet in length, and eight or ten inches in diameter, should be sunk into the ground nearly their full length, and the sills spiked firmly to them. This, with proper bracing, will give sufficient firmness to the structure against the strong winds which often prevail on the prairie. In the autumn, it should be well banked round with manure or earth, with battened walls. Such a house is very warm and will give good accommodation, till the owner is in circumstances to replace it with one of more ample dimensions.

FOR FENCING,

Poplar will generally be found in small groves on the prairie or on the banks of streams, and if the bark is peeled off, makes a good and lasting fence, small Ash or Oak being used for the pickets, when it can be conveniently found. For the balance in farming, tact, energy and enterprise, with a well-settled purpose, will be a safe passport to early independence, growing in wealth with the development of the country.

A poor man can adopt the mode of farming on a small scale for the commencement, as practised by the half-breeds. They have carts made of two wheels and a straight axle, with two poles fastened on the axle to form shafts, and a rack or box thereon. To a cart so made is hitched one ox. The cart costs about ten dollars, and the ox and harness 50 to 60 dollars, or £10 to £12. With such a vehicle a man can do all the teaming that is required on a small farm—and after the first ploughing *one ox* can plough all that is required.

Snow does not fall on the prairies to a great depth, and buffaloes and horses graze out of doors all winter. They scratch the snow off the prairie grass on which they grow fat. Horned cattle graze out of door part of the winter but in some states of the weather they require to be brought in. Instances are, however, stated in which horned cattle graze out all winter.

A light buggy may be driven for a thousand miles in a straight line over the open prairie, adapted to the production of wheat, not only in the largest quantity to the acre, but of the best quality.

THE CITY OF WINNIPEG.

The origin of Winnipeg was caused by its proximity to Fort Garry, the Hudson's Bay Company post, to which a few years back all the settlers had to resort from far and near for their supplies. This induced several free traders to establish stores in the vicinity to catch the stray pennies, and as the hunters and fur traders usually came to the fort twice a year from the Saskatchewan, Rocky Mountains, and Norway House for their trading outfits, a good deal of trade was picked up from them by these outsiders. The H. B. Company tried in every way (and who can blame them for it), to discourage this independent trading, which was in opposition to them; but the time of monopoly was drawing to a close, and the small village near the Fort gradually grew in size and importance. The natural advantages of the place, situated as it is at the junction of the Red and Assiniboine Rivers, which connect through Lakes Manitoba and Winnipeg, with the North and South Saskatchewan, reaching to the Rocky Mountains, making it thereby a centre of trade, assisted greatly towards building it up. Stores and dwellings increased in number; strangers coming to the country made Winnipeg their headquarters, and in 1869 and 1870, during the rebellion, it became the principal scene of the acts caused by that uprising. This brought it prominently before the public of other parts of the world, and its natural advantages soon became acknowledged, for when peace was restored to the country, and Manitoba became one of the Provinces of the Dominion, Winnipeg became its seat of Government. In consequence of this, it was and is the centre for all Government officials, Dominion or Provincial, to transact their business, and all the supplies for the interior have therefore to be taken from it. It was not incorporated until 1873, when it received the right to elect a Mayor and twelve Aldermen for the Civic government of the place.

In regard to the future trade of Winnipeg, one has only to look at the immense country opening up westward to the Rocky Mountains which will have to be supplied, to form an idea of what trade is likely to be. One more word in connection with the future Metropolis of the North-West, and we say it for the purpose of claiming the attention of capitalists to the splendid field here open for investments. Real estate, as we have already shown, has rapidly increased in value in Winnipeg during the past few years, and lots in the city are bringing fair prices, present value; but there is not the least doubt that even the highest priced lot in the city will more than quadruple its value in the course of the next five or ten years. There are, however, opportunities of

buying city property, in what is known as the suburbs, for comparatively low figures, and it is to these especially we would like to draw attention. The present suburbs will, without doubt in a few years, become more central as the city extends its limits, and the value of what are now considered suburban lots will increase to a wonderful extent.

This is what the correspondent of an Ottawa paper thinks of the Prairie City:—"A stranger's first impression on arriving at Winnipeg is, that it is a dull, dreary place, but a walk through the principal streets completely disabuses his mind of that fallacy, and convinces him that there is not a livelier place of its size in the whole Dominion of Canada. The amount of business done is indeed surprising. Stores are numerous, and they all seem to get plenty of custom. One thing certain is that, as in other Canadian cities, there are no failures or rumours of failures, but on the contrary, every merchant appears to be rolling up wealth. Without any exaggeration, I can say that there appears to be more business done than in Ottawa; there is more bustle on the principal streets and more evidences generally of business activity."

(*The Times*, Jan. 7th, 1880.)

THE CAPITAL OF MANITOBA.

FROM A CORRESPONDENT.

"Winnipeg, the capital of Manitoba, surprised me more at first sight than any one of the countless cities which I have visited on the North American Continent. The older ones frequently surpassed my utmost expectations; the younger as frequently fell below the most moderate which I had formed of them in imagination. Indeed, a pretentious city in the Far West is commonly on a par, in external appearance, with a paltry village elsewhere. I had read much about Winnipeg before visiting it, and the impression left on my mind was not favourable. The Earl of Southesk, who was here in 1859, says that "there were houses enough to form a sort of scattered town." Lord Milton and Dr. Cheadle, who followed him three years later, saw nothing worthy of note. Captain Butler, who paid it a visit in 1870, refers to it in his "Great Lone Land," as "the little village," and "the miserable-looking village of Winnipeg." I knew that changes had been made since Captain Butler came hither on duty connected with the Red River Expedition under Colonel (now Sir Garnet) Wolseley; but I was not prepared to find that they had been so great and startling as those which I actually beheld.

"Walking down Main Street on my way to the Pacific Hotel, I could hardly realize that I was in a city incorporated so recently as 1873, and supposed to be far beyond the confines of civilization. The street is 132ft. wide, and it is lined with shops, churches, and public buildings which would do credit to a much older and more famous place. The solid look of the majority of the edifices is as noteworthy as their ornamental design. They are built of white brick. As a rule, it is at a comparatively late stage in the growth of a Western city, either in the United States or Canada, that the structures are composed of anything but wood; hence, a stranger in one of them is apt to arrive at the conclusion that what he sees has been erected for a temporary purpose. Here, however, the effect is the reverse. The Town Hall and the Market, the Post Office, the Dominion Land Office, and the Custom House, to name but a few of the public edifices, are as substantial buildings as can be desired. No one looking at them can feel here, as is so commonly felt in other places of rapid growth on this continent, that the citizens apprehend their city will decay as rapidly as it had sprung up. While the progress of Winnipeg is one of the marvels of the Western world, there is good reason for believing that it will continue at an accelerated rate, and that Winnipeg will hereafter hold in the Dominion of Canada a place corresponding with that now held in the United States by Chicago."

RAILWAY LAND INVESTMENT.

In the railway reserves, each block contains a square mile or 640 acres. The homestead lots are 160 acres each, which can be secured by actual settlers on payment of a fee of £2 and three years' residence. Pre-emption lots are the same size, costing 10s. per acre, the first payment to be made three years after settlement, and the balance in six annual instalments with interest at six per cent.

Let us suppose that a family, consisting of father and grown up son, together with the usual assortment of women and children, decide to take up land in the North-west. They sell out, and, after paying all debts and providing for moving expenses, have £600 to the good. Arrived in the North-west, they determine to locate immediately along the line of railway and pay the highest price for their lands. The father homesteads lot C, and the son lot F, each putting up a shanty and breaking a certain quantity of

land. The father pre-empts lot D and the son lot G. Together they buy block E. They have then two square miles, or 1,280 acres of land, for which they must make the following payments:—

1883.—Lot C \$10, D \$10, F \$10, G \$10.				
E \$320—	.....			\$360.00
1881.—Lot E	.....			492.80
1882.— " E	.....			473.60
1883.— " D	\$232	G \$232	E \$454.40	..... 918.43
1884.— " D	54.40	G 54.40	E 435.20	..... 544.00
1885.— " D	52	G 52	E 416	..... 520.00
1886.— " D	49.60	G 49.60	E 396.80	..... 496.00
1887.— " D	47.20	G 47.20	E 377.60	..... 472.00
1888.— " D	44.80	G 44.80	E 358.40	..... 448.00
1889.— " D	42.40	G 42.40	E 339.20	..... 424.00

£1,029 or \$5,148.80

We have assumed that the father and son were the joint owners of £600 cash. Let them deposit £200 in the bank at Winnipeg, pay £72 down at the time of purchase, and use the remaining £328 to build a house, purchase stock and implements, and provide food while waiting for a crop. At the end of one year they will not have raised any great surplus to sell, and will have to make the payment, £99, with a part of the £200 left in the bank. The second year they will have a large crop of wheat, &c., and the construction of the railway will be going on, giving them a market for all they can produce. Wheat will be worth not less than 3s. a bushel, and there is no reason why they should not have 40 acres with the average crop of 25 bushels to the acre, making 1,000 bushels, worth £150. The only payment that is large enough to make trouble is that of 1883, when the first instalment comes due upon the pre-empted lots D and G. Suppose the father and son hold all the land, making their living and meeting their payments from the produce of lots C and F, upon which they reside, and setting out trees as they can find time, upon lots D, E, and G. The possession of the vacant block E compels them to build only one mile of extra fencing. At the end of 9 years, when the last payment is made, the father and son will own 1,280 acres of land, worth at a low calculation, £2 per acre, or £2,560 altogether. Can they use £600 in the Old Country so as to make it increase four-fold in ten years?

What has been done has been simply to divide up and arrange the land in the vicinity of the Line that all classes may be suited—the poor man seeking a homestead; the rich farmer with enlarged needs; the speculator seeking an investment rather than a permanent holding.

The adjoining sections having a value of 8s., 12s., or 16s. an acre, those homesteading are more apt to stay on their lots and cultivate them, than they were under the previous regulations. The Government scheme has thus a definite value, all the time on the increase, making it undoubtedly more favourable to actual settlement than anything formulated previously.

To the less fortunate immigrant, who may not have sufficient means left after his arrival in the country, to go direct on his land, the extensive public works, in the construction of the Canadian Pacific Railway, fortunately offer immediate employment to the able and willing, until he has saved sufficient means to enable him to commence farming on a small scale as his own master. And this will continue for years until the completion of the work across the continent.

Mr. ALFRED MORTON writes from the North-west Territories to the *Stratford Herald*:—

It would surprise the reader to see the amount of traffic carried on from Winnipeg (the great wholesale house for the West and North-west) for a thousand miles into the interior; trains after trains of carts passing and repassing down with furs robes, and pemmican, and up into the interior with provisions and general merchandise for the mounted police, Hudson's Bay posts, and the Indians. Besides this, explorers, pleasure-seekers, tourists, Government officials, and mounted police may be seen driving along in light rigs, each on his own errand of pleasure or business. While working near where the trail crosses Bird's Tail Creek I counted 55 carts in one train as they started off, leaving many more still camped in the valley.

Many people object to this part of the Dominion on account of the inclemency of the winter weather, great distance from market, want of timber, and destitution of schools, churches, and other luxuries of civilization. These I will answer in turn.

That the mercury descends lower at Winnipeg than Stratford is quite true, but it is the unvarying testimony of all with whom I conversed on the subject, that although the weather is colder, they do not feel any more inconvenience from it than they did in Ontario, 600 miles further south, and that people when travelling in the North-west will lie out at nights during the coldest weather. I have also been informed that native horses will live out all winter and be seal fat in the spring. Now the question is, are we to believe the experience of the inhabitants, or be led away by a mere speculative theory?

Again, with respect to markets, Manitoba is as well off as any new portion of country. There will be a good market for many years (at least till a railroad is built) at each farmer's door to immigrants. The outlying settlers will, in particular, have an advantage of this kind. At 50 cents per bushel, wheat growing in Manitoba will pay as well as at 4s. in the County of Perth, because twice as much to the acre can be produced, and that with less labour. Besides all this, before a great many years, communication will be opened out through Hudson's Bay, thereby bringing Winnipeg within as direct intercourse with Liverpool as Toronto is, to accomplish which a railroad of only 375 miles is required to connect Port Nelson, on Hudson's Bay, with Lake

Winnipeg, and Port Nelson is some sixty miles nearer to Liverpool than New York is. It is an acknowledged fact (except by persons having a contrary interest) that Hudson's Strait is open for navigation for about three months in each year, quite long enough to take out all the country can produce. In short, if the theory of never leaving home for fear of getting away from a market had been always acted on, then would the three sons of Noah never have left Mount Ararat.

A man willing to work need not return with the excuse that he cannot get employment. There are many farmers who would gladly hire a man and pay him with provisions, seed, grain, the use of oxen, etc., that would serve his purpose quite as well as money, and at the same time be a market for his employer's produce. Contractors on the Canada Pacific Railway employ industrious men readily at 6s. per day. Their board will cost 14s. per week. Although I have a very high opinion of the North-west, yet that will not satisfy the individual tastes of others, so that I would advise each person to see it for him or herself, and not be in a hurry either locating or returning dissatisfied, for there is a very large extent of country to select from. Land may be had either with or without timber, with or without water, or with or without stone.

A NEW RAILWAY ENTERPRIZE.

OTTAWA, Dec. 8.—Application will be made to Parliament at its next session for power to construct a line of railway from the north shore of Lake Winnipeg to Hudson's Bay, with a view to forming a connection with a line of steamers to ply between Fort York at the mouth of Nelson River and points on the other side of the Atlantic. The Government have been considering the practicability of establishing an ocean route via Hudson's Bay and the Straits, and are likely to afford every encouragement to an enterprize that promises to open up a new outlet for the produce of the North-west of the Dominion.

A SETTLER'S EXPERIENCE AND OPINION.

On the 26th of March last I left my home in the far-famed township of Usborne, Huron County, Ont., *en route* for the Great Lone Land. On through High Bluff to Portage la Prairie, the land is high, dry and level prairie, well adapted for agricultural purposes. From the Portage we take the south trail to the Little

Saskatchewan river. You pass through some beautiful country, although the first part of the road is very bad, the land is wet with some alkaline beds and is almost enough to discourage immigrants coming into the country; in fact some do get discouraged and turn back, and give the country a bad name, and no doubt keep others back; but those who have pluck enough to get through to the Little Saskatchewan are well repaid for all the hardships endured. As you approach the river you will see Rapid City springing up in the valley. It is a splendid location, and already has four stores, blacksmith shop, and a number of dwelling-houses. Mr. Balkwell's grist mill will soon be in operation, and Dr. M'Intosh has the machinery for a saw mill on the ground, and expects to have it running in about two weeks. Six thousand saw logs are being floated down the river from the Riding Mountains, where there are immense forests of excellent timber which will last for hundreds of years. Rapid City is unequalled for water privileges, and the railway is expected to cross there. It is destined to be one of the most important cities in the West. It is surrounded on all sides by a splendid farming country. The land is fine rolling prairie, generally a rich black loam with clay subsoil unsurpassed for agricultural purposes. Ploughing commenced on the 9th of April, and on the 12th I saw flowers in full bloom on the prairie.

Scarcity of timber may be considered a drawback by a great many, but I think it is more than counterbalanced by having the land cleared all ready for the plough, as it is much easier to draw timber a few miles than to chop and clear a bush farm. A weekly mail will run to Rapid City by the first of October, and churches and schools will soon be established, so that settlers will be surrounded by all the conveniences of the other provinces in a short time. Every person I saw that had succeeded in getting over the bad roads were well pleased with the country, and all seem to predict a brilliant future in store for the Great North-west. On the 19th of June I picked some beautiful ripe strawberries on the open prairie, and I have no doubt that fruit of all descriptions can be grown to perfection, even in this frozen region, as some people choose to call it. In conclusion, I would advise any man who wishes to secure a home for himself not to be influenced by the lingo of those chicken-hearted fellows who turn back at the first mud-hole they come to, or can be chased by a mosquito. The man who is afraid of a mud-hole, or can't stand a mosquito bite, need not go to any new country. Any man with ordinary intelligence and a little pluck cannot fail to make himself a comfortable home in a few years by coming to the Great North-West.

FRANK MIDDLETON

Little Saskatchewan, June 21st.

NAVIGATION OF THE SASKATCHEWAN

Nor is this vast North-West unapproachable. You can, to-day take rail from Duluth to Fort Garry, Manitoba, 600 miles by river (about 400 miles by land). At Fort Garry take a lake propeller (like those on Lake Erie and other eastern lakes) through Lake Winnipeg, 275 to 300 miles to its north-western end; then take a river steamer and go up the Saskatchewan, and its northern branch, to Fort Edmonton and beyond, 1,400, or within 450 to 500 miles of the waters of the Pacific Ocean; and when you get there you can go ashore and telegraph the same day to your homes in England. These are facts. The wires are up, and the boats are there and running.

LATEST REPORTS OF THE HARVEST, 1879.

MANITOBA WHEAT.

The *Toronto Globe* says:—"Manitoba seed wheat will likely be largely sown in the spring by the farmers of Ontario, a considerable quantity having been imported from the Red River Valley through the enterprise of Steele Bros. & Co., of this City. Frequent charring of seed is well known to be highly beneficial, and the excellent quality of the North-Western grain is highly favourable to its use for this purpose."

On this point we have the opinion of a very high authority on the subject, viz.: J. W. Taylor, Esq., U.S. Consul, at Winnipeg; than whom no man has studied the subject with closer attention. He says, "that on a recent visit to the East he was surprised to find that Minnesota spring wheat, when forwarded and sold separately in the eastern market, commanded 6d. more than wheat of Canada and New York State."

An extraordinary fine sample of wheat grown by Adam McKenzie, of Beautiful Plains, has been shown us by Robert Rolston. The wheat, of which two thousand bushels were raised, is hard, plump, and bright; and is said to have averaged from 66 to 68 lbs. per bushel. Some taken to C. P. Brown's mill, Palestine, produced 46 lbs. of flour to the bushel.

"ANOTHER SAMPLE OF FINE WHEAT.—A sample of the finest looking spring wheat we think we ever saw, has been handed us, raised by Mr. Joseph W. Johnston, of the Boyne. From a bushel and a half's sowing, forty bushels were harvested. The kernels are large, and the skin is very light in colour and thin. It weighs sixty-four pounds to the bushel. We do not know the name of the variety."

"An extraordinary yield is shown by the following: Seventy bushels of wheat were threshed from a field where two bushels of seed were sown. The happy agriculturist is our old friend, Tom Taylor, of Mapleton."

MANITOBA.

"OATS.—Mr. Thos. West has on exhibition the product of one oat grain, a stool of 92 stems. On one of the stems he counted 121 grains of oats. He has a number of other very prolific stools, grown in his garden in the north ward."

"Mr. A. H. Murray, M.P.P., has just completed the threshing out of the first seven acres of oats threshed in the parish of St. Charles this season, the gratifying result being ninety bushels to the acre."

"Andrew Ness, of St. Charles, sowed two bushels of Surprise oats, and harvested one hundred from them. The ground sown was only about three-fourths of an acre."

"Twenty acres of Mr. Sifton's two hundred acre field of oats have been threshed out, and yielded seventy-five bushels to the acre. The remainder will keep up the average."

FARMING IN MANITOBA.

A Mr. Lewis arrived here Saturday before last; was out to see a farm on Monday; on Tuesday he had concluded its purchase, and on Wednesday had planted potatoes on some broken ground, and now is erecting a house. That is the kind of men Manitoba wants and the kind of men who want Manitoba, and who will in a few years be counted lucky. Pluck and common sense it is, only.

A contract for cutting and threshing one field of oats, not many miles distant from this city, was recently let for £240. This will give an idea of what farming is in the Prairie Province.

MANITOBA POTATOES.

POTATOES.—James Sinclair, of Greenwood, gathered 262 lbs. of Snowflake potatoes from one pound planted.

Mr. Omand, of St. James, comes to the front with a five pound potato, which has been secured by Mr. Rolston, who will send it to Ontario for the people there to gaze at.

Mr. F. C. Shipp, of Point Douglas, lifted in his garden, Saturday, a potato weighing just four pounds. This was grown upon land which has been cropped for the past forty years.

Manitoba is not only to be noted for its huge potatoes, but also for the enormous yield of the tubers. A quarter-acre patch, belonging to Mr. J. W. Sifton, of the C. P. R., panned out two hundred and seventy-five bushels—an average of eleven hundred bushels to the acre.

Recently seventy-six potatoes were taken from one hill by Mr. Henderson, of this city, of which fifty-five were larger than hen eggs. This is illustrative of the wonderful productiveness of this country, and shows that it is no "small potatoes, and few in a hill."

TREMENDOUS YIELD.—Mr. Mullard, of Victoria, got one pound of potatoes from Hamilton of the early snowflake variety, from which he has raised one hundred and sixty-one pounds. Mr. M. expects his whole potato crop to average over five hundred bushels to the acre.

Mr. F. J. Hosken has some magnificent specimens of potatoes grown in his garden at St. Boniface west, of the English Regent variety, imported from England. From one hill six huge ones, and a patent pail of smaller ones, were taken. Mr. H. intends sending samples to London, England, and show those at home what Manitoba can produce.

An Ontario paper, which always thought our stories of the great size of Manitoba products were considerably larger than the vegetables, admits that its impressions were wrong.

A letter from Manitoba to the *Sarnia Observer*, dated June 6th, says:—"The feed on the prairie is splendid just now. Cattle can fill themselves in an hour's time; the grass, in fact, being waving everywhere in the breeze. The land here is very easily worked, when once you take a crop off it. There is, in fact, no trick at all in cultivating it; but if water was always as plentiful as it is just now, there would be very little farming done, as people would content themselves with keeping cattle. I could keep a hundred head easily, as I could, with a mower and sulky rake, cut and save all the hay they would consume in the winter, within two miles of my door, as there is a vast hay marsh stretching away to White Mud River; and as for feed for them in the summer, it is in the greatest abundance."

A letter from Mr. John W. Parker, of Headingly, to Mr. John Hood, of Dalhousie, is published, from which we select the following items that may be found interesting here:—

"The Province's resources for agriculture and stock-raising are unbounded, and beyond what most of you Dalhousie people could imagine. I am cutting barley now which I sowed on the 1st of June, which will yield nearly sixty bushels to the acre. I planted potatoes about May 10th, and sold the new potatoes (nearly full grown) on the 12th or 14th of July, in Winnipeg.

"There is no better stock-raising country on the American continent but for the long winter and the haymaking; but there is

plenty of wild hay of an excellent quality to be had for all present wants, and nearly every one cuts hay and grain by machinery here, so that we cut it cheaper and easier than you do in Dalhousie. My two men (Wm. Robinson, from Lavant Lake, and Samuel McIntyre, from Almonte) cut 100 tons this year, and had it done in time for harvest. We used four oxen for cutting and raking, and let the horses run idle. We find oxen just as good, nearly as quick, and far cheaper than horses. We have oxen here which will walk as fast as any common span of horses, and they work double or single in trains or cart harness all the same.

A HOLIDAY TRIP.

When so many thousands of the better classes of the English people seek health or recreation on the Continent—especially during the summer and autumn of each year—it is a matter of surprise that so few ever think of visiting the New Britain on the other side of the sea. Though all who have taken a run through Canada in the holiday season give a glowing account of the magnificence of the scenery, the perfection of the means of travel, and the comparative cheapness of living, tourists from the Mother Country are not nearly so numerous as the attractions of the journey would lead one to expect. The Americans, who are always in search of pleasant resorts, are wiser in their generation than their English cousins. Hundreds of them visit Canada every summer. They come even from the States in the far south; and are to be met with at the watering places, in the towns and cities and on the railways and steamboats in every part of the Dominion. The Englishman will run off to the Continent, see Paris and Rome, “do” Switzerland, or swelter in a little German watering-place; and return little the better in health and much poorer in pocket, entirely oblivious of the fact that he might have crossed the Atlantic and spent a few weeks very profitably and pleasantly, and certainly more cheaply, among people of his own race and his own nationality. Still, we are glad to know that the number of English pleasure-seekers who visit Canada is increasing year by year, and it only requires that the attractions of the journey should become more widely known to make this one of the chief holiday trips for Englishmen and their families. Let us in imagination make the trip with the reader.

On a pleasant summer's afternoon, say about the middle of July, we find ourselves on the deck of one of those moving villages, a Transatlantic steamer, in the Mersey. All is bustle and noise; everything seems topsy-turvey, for the last of the passengers, with mountains of luggage, has just come aboard, and we are on the point of sailing. In a few moments the last good-byes are said,

the tender casts off, the machinery moves, and our great ship glides slowly down the broad stream, bound for the Far West. Presently we are in the Channel; if it be rough, those with delicate stomachs disappear, while the old sailors pace the deck, talk wisely of the weather, or begin the business of acquaintance-making. All night we plough the Channel northward, and next morning come to anchor off Greencastle, in beautiful Loch Foyle, there to await the English mail and the Irish passengers. Early in the evening these are on board; once more "the anchor's weighed," and now we are off in earnest for the Western World.

When we come to look around us we find that, on the whole, we are with agreeable people, with some of whom we soon get up a speaking acquaintanceship, which becomes more intimate the longer we are out. Lawyers, doctors, clergymen, farmers, sportsmen, comfortable-looking families going out to Canada to remain there, and Canadian merchants and buyers. Some of these latter, we find have crossed the Atlantic scores of times, and are genial, sociable men, having a firm and an abiding faith in the future of their young country. The time goes by in a pleasant, dreamy sort of way, for there is rarely bad weather at this season of the year. In the way of amusements and recreation, there are books, cards, chess, music, a concert, with readings and acting charades, eating, drinking, and flirtation; and, very likely, a little sea-sickness, though probably the victims of the latter would hardly call it an amusement.

On Sunday there is service in the saloon, to which the steerage passengers are invited. The service is very simple: the ordinary morning prayers are read, a couple of hymns are sung, the benediction is pronounced, and the proceedings are over.

On the fifth or sixth day out from Ireland we come in sight of the rugged coast of Newfoundland, and another day's run takes us through the straits of Belle Isle, into the gulf of St. Lawrence. A few hours later we sight the island of Anticosti on the right, and here we see the first signs of civilization, in the shape of a fishing hamlet or two at the water's edge. Further on we enter the mighty St. Lawrence itself, and thence to Quebec we have the land on either side, though at certain points, so great is the width of this majestic river, you cannot see the land except in very clear weather. As we advance up the stream we pass village after village of the French inhabitants, their white houses nestling in pleasant gardens, with a glorious background of deep green, stretching away in the distance as far as the eye can reach, and forming a picture only to be seen here. And so we move on, the towns increasing in number and size, till, on the eighth or ninth day out, the grand old fortress of Quebec looms up as we round Point Levis; a little later our noble ship is tied up at the landing stage, and we step ashore on Canadian soil,

Quebec is the most Old-World city, and one of the most interesting, on the American continent. Here we spend a day or two most agreeably. We run out to the Falls of Montmorency, wander over the Plains of Abraham, go through the citadel, and see the sights inside and outside the walls of this venerable city, which, because of its strength as a fortress, is called "the Gibraltar of America." Thence we go westward, either by train or river steamer; if by the former we pass through some very fine Agricultural districts; if by the latter, we have a sail of 180 miles up the St. Lawrence—a charming trip and made under the most favourable circumstances in one of those "floating palaces" for which the lakes and rivers of the New World are famous.

Two or three days may be profitably spent at Montreal, the commercial metropolis of Canada, and one of the finest cities on the American continent. The drives around the town are delightful, the churches are massive and grand, while the Victoria Bridge which crosses the St. Lawrence here, at a point where the river is two miles wide, is one of the most wonderful structures in the world. From Montreal to Ottawa by rail or river is our next stretch. The capital of the Dominion is well worth visiting, for its artificial as well as its natural beauties. The Houses of Parliament and Departmental buildings are justly ranked amongst the best in America. A well-known writer has described them as being among the "architectural glories of the world." The Rideau and Chaudiere Falls are wonderfully beautiful. The saw mills which are here by the score, turning out their millions of feet of boards each day, never fail to prove full of interest to the European tourist. This is the centre of the lumber trade—one of the leading industries of Canada—and at any time one may see hundreds of acres of "lumber," as the boards are called, piled over the islands and on the river banks. By rail from Ottawa to Prescott, thence westward by the Grand Trunk through a fine agricultural country and past many flourishing towns, any of which would be well worth visiting if we had time. We run through, however, to Toronto, 333 miles west of Montreal. This is the second city in Canada in wealth and population, and one of the most attractive. Its public buildings and institutions are numerous; and, in visiting these, as well as driving through the wide and beautiful streets, we pleasantly pass a few days. From this point many routes are open to us, but we choose the Northern Railway and go by steamboat and waggon as far as possible into the Muskoka country; in other words, into the backwoods of Canada. It was only a few years ago that these townships were thrown open for settlement, and now they contain a very considerable population, with several flourishing towns and all necessary branches of industry. This is known as the "Free Grant District," as the land, which belongs to the Ontario Government, is given absolutely free of all charge to actual settlers.

The scenery along the numerous lakes and rivers is unsurpassed in rugged beauty. But we shall find this district attractive chiefly for the reason that it will afford us opportunities for getting an insight into what is called "roughing it in the bush;" in other words, we shall see the sort of life the first settlers in the backwoods of Canada lead, with all its hardships and its drawbacks, as well as its pleasures and its freedom. We shall be compelled to rough it ourselves, but this will only make our experience the more enjoyable. A week or so here, then out into civilization again, up the Northern Railway to the town of Collingwood, at which port we take steamer to the head of Lake Superior. This trip through the upper lakes is surrounded with many attractions. We pass through the largest body of fresh water in the world, wend our way through groups of charming islands of every size and shape, enjoy the grandly massive scenery of Lake Superior, visit the copper and silver mines for which this region is famous, go to the very limit of civilization in this direction, and at the various stopping-places see many families and villages of the Canadian Indian little removed from his original condition of barbarism. The head of Lake Superior reached, we may return by another fine line of Steamers to Sarnia, and back to Toronto by the Grand Trunk Railway, through one of the finest farming districts of Canada. This trip will occupy about ten days from Toronto.

A two-hours' sail across Lake Ontario brings us to the old town of Niagara, formerly the capital of Upper Canada, now a summer resort. Thence we run by rail up the west bank of the majestic river, a distance of about twelve miles, passing through scenes of historic interest, and alight at Clifton, within sight and sound of Niagara's mighty cataract. Two or three days will be sufficient here, though we should be glad to spend as many weeks, did time permit. Taking the Great Western train at Clifton, we run westward through one of the finest fruit-growing districts in the world. On every side we see orchards of apples, peaches, plums, and berries, vineyards with their wealth of clustering grapes, and gardens bright with a profusion of flowers. A day at the beautiful city of St. Catharine's; thence on to Hamilton, where another day may be most pleasantly spent. Here, if we have no more time to spare, we may take either train or steamboat for Montreal, about four hundred miles distant. It will be better, however, to run on to London by the Great Western and thence by the Grand Trunk to Guelph. This will again take us through the very best farming district in Ontario, and enable us to form some idea of the agricultural wealth of the Province. At Guelph we might visit the Model Farm, which is carried on under the Provincial Government, and go over a few of the splendid farms for which the County of Wellington is remarkable. A few hours' run by the Grand Trunk again brings us once more to Toronto. Should time permit, we may make a trip over one of the narrow

gauge railways into the beautiful country north-west and north-east of Toronto, and returning take a lake steamer at that port for Montreal. We steam down through Lake Ontario, past many beautiful and flourishing towns, at several of which we call, and enter the St. Lawrence at Kingston. Between this point and Montreal we make one of the most charming trips imaginable, through the ever-varying but always beautiful Thousand Islands, and over the boiling, surging rapids. Nothing can be conceived more enchanting and more exciting than "running the rapids;" and, when the pleasure and danger are past, and our steamer is moored to the wharf at Montreal, our only regret is that we have not time to repeat the trip.

If we can at all do so, we must run out from Montreal to Lake Memphremagog, which is remarkable for the beauty of its surroundings. Then on to Quebec by rail, as we came up by water from Quebec. We find the ship in the stream awaiting us; we go aboard by tender, and an hour later we are ploughing our way down the mighty river. We pass once more the pleasant villages and charming watering-places of the Lower St. Lawrence; take the mails on board about two hundred miles below Quebec; then start in earnest on our homeward voyage; and in eight days more are home again in "merrie England."

This is a holiday trip that any Englishman of moderate means may safely undertake. It can easily be done within eight weeks; the cost is not so great as if the same time were spent on the Continent or even at a fashionable English watering-place; while the attractions which the trip presents are so varied, so novel, and so numerous, as to far surpass those of any ordinary European tour."

Anyone wishing to take the tour can, by buying a return trip cabin passage to Quebec by the "Allan" mail steamships, spend a good month, travelling through Canada, and the whole cost should not exceed £50 to £55.

