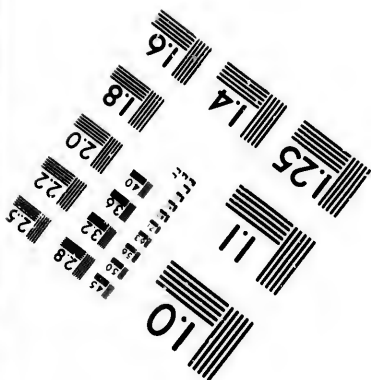
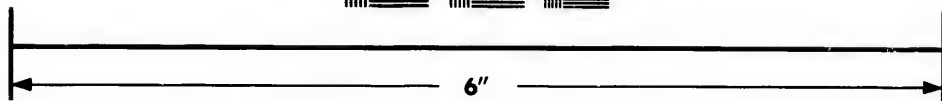
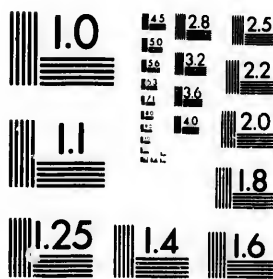


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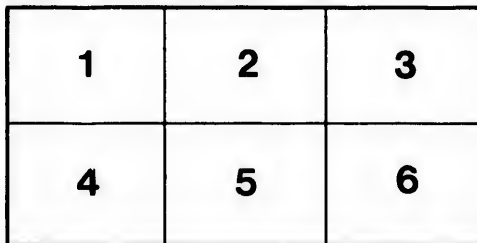
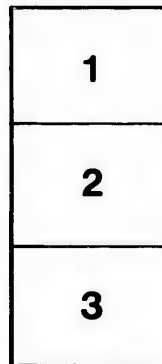
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EAST SELKIRK

MANITOBA.



INCORPORATED BY GOVERNMENT CHARTER,

13th February A.D. 1883.

One look at the facts contained in this Pamphlet will convince the reader that East Selkirk, with its natural advantages, its Shipping and Railways is destined to be the Chicago of the North-West.

TOWN OF EAST SELKIRK.

INCORPORATED 13TH FEBRUARY A.D., 1883.

MAYOR :

R. J. BROWN, Esq.

COUNCILLORS :

No. 1 WARD :—
FRANK GAGNON,
C. C. SMITH.

No. 3 WARD :—
ANGUS FRASER.
ARTHUR DOIDGE.

No. 2 WARD :—
GEORGE OGILVIE.
J. G. WALKER.

No. 4 WARD :—
D. E. MCKENZIE.
E. BOUCHER.

OFFICERS :

SECRETARY-TREASURER,	JAMES G. DAGG
SOLICITORS,	GLASS & GLASS, Barristers
ASSESSOR,	M. J. RUSSELL
COLLECTOR,	JOHN PEGLAR
ENGINEERS,	VANBUSKIRK & KEIZER
AUDITORS,	GEO. F. PEARSON AND DAVID MILLER
CHIEF OF POLICE,	CHARLES MADDEN
POLICEMEN,	GEORGE McDONALD AND JOSEPH MAJOR

EAST SELKIRK,

MANITOBA.

This town, incorporated by Government charter, occupies the exact location selected by Sandford Fleming, C.M.G., Chief Engineer of the Canadian Pacific Railway, as the spot where the C. P. R. should cross the Red River, and pursuant to this selection the place was surveyed, staked out into a town plot, and the railway station, large brick round-house for engines, and other buildings erected at a cost of over sixty thousand dollars. The place would then beyond all doubt (because of its wonderful natural advantages) have become the great capital city of Manitoba and the North-West, but for the fact that Winnipeg in 1879 induced the C. P. R., by the granting of a large bonus, to diverge from the main line and make Winnipeg the headquarters of the railway.

Many of the above facts will be manifest from an inspection of any map of Manitoba. But it must be observed that before any divergence took place the main line of the railway was built right through the centre of the town with a view to the construction of a railway bridge across Red River at this point, and it is from the station in the centre of the town that the present divergence to Winnipeg is made.

The drawback hitherto to the actual prosperity of the place has been the want of a perfect title to the lands. This objection has for some months been removed, so that fresh vim and life have now been given to it.

The Mayor and Corporation of East Selkirk, without hesitation, and with a full knowledge of the whole circumstances, have pleasure in stating that there is no spot in the whole North-West more delightful to live in, or where manufactories of every kind could be carried on so economically and advantageously as at East Selkirk.

The town occupies a lofty and beautiful situation on the East bank of the Red River, about twenty-four miles from the city of Winnipeg. The main line of the C. P. R. runs through the centre of it, while at about half a mile East of the river bank a branch line

of the same railway is constructed in a North-Westerly direction over a fine railway bridge down to Colville Landing and the Hudson Bay Company store.

This is where the wharves are situated on the harbor, and trains go to and from the city of Winnipeg every day, making the journey in about fifty minutes, while the main line of the C.P.R. extends from the same point in an Easterly direction to Rat Portage, on the Lake of the Woods, and to Prince Arthur's Landing, on Lake Superior.

COLVILLE LANDING

Is about the centre of the harbor front of the town. The wharves are usually piled up beyond their capacity with lumber, cordwood, shingles, lath, ties and other products of the extensive mills of Lake Winnipeg, while the spacious warehouses of the Hudson Bay Company are also filled to overflowing with the good things of this life ready for shipment to Prince Albert, Edmonton and other points on the Saskatchewan River, as well as the various ports on Lake Winnipeg and Lake Manitoba. As an instance of the extent of the trade done here—at one time during the summer of 1882 there were thirty-five car loads of goods in the yard in bond for the Hudson Bay Company and others, imported direct from Europe and New York, and sufficient merchandize of various kinds in the harbor and on the wharves to give constant employment to one hundred men.

THE HARBOR.

The Red River running in a northerly direction, is wide and spacious at this place and enters Lake Winnipeg a few miles below. East Selkirk has the best harbor on the river, it being a commodious and convenient inlet extending in a south-easterly direction for over half a mile from the main channel of the river and having between it and the main stream a neck of land covered with large forest trees so that floods or ice blocks passing through the channel of the stream run entirely clear of the harbor, leaving vessels there anchored secure from all danger. The fine lake steamers, Princess, Colville, Marquette and others, as well as tugs, barges, &c., are to be seen arriving and departing from the harbor constantly during the summer months, and the shipping trade is growing into great importance. Even now there are

three companies owning and running nineteen large steamers on the navigable waters of Manitoba, and an extensive trade is being carried on by this means with the interior of the North-West. But in a new country like this it is quite manifest the lake and river trade is only in its infancy.

HEAD WATERS OF NAVIGATION.

East Selkirk stands at the headwaters of lake navigation on the Red River, and is therefore really the shipping port for the city of Winnipeg.

The St. Andrews rapids being a few miles further up the river, makes it difficult for lake steamers to go South of East Selkirk, but they rest here in the waters of the harbor and discharge their cargoes to be sent forward to Winnipeg and other points by railway, or by boats with a less draught of water, while the lake steamers at East Selkirk take on their return cargoes for the many distributing points in the North and North-West. In fact it is difficult to make an estimate of the gigantic trade soon to be done on these illimitable water courses. But one thing is sure, that whatever its vast proportions may be, it must contribute to the growth and prosperity of East Selkirk. Lake Winnipeg and the great Saskatchewan river, with their lake and river tributaries, extend for thousands of miles, and form navigable water courses away up into the Rocky Mountains, all finding their outlet in the South at East Selkirk.

Lord Dufferin, in speaking of the marvellous resources of this country, said: "This undreamt-of dominion, whose illimitable dimensions alike confound the arithmetic of the surveyor and the verification of the explorer."

CHICAGO

In 1830 had a population of only 70; in 1840 of only 4,470; in 1880 of six hundred thousand. That great city stands at the foot of Lake Michigan—and therefore all trade from the East destined to the North or North-West must pass through Chicago and pay tribute to it, for the lake extending for hundreds of miles forms a barrier to commerce taking any course north of Chicago, and this more than any other has been the cause of the unprecedented growth of that great city. Look at any map of Manitoba and compare the relative position of East Selkirk with that of Chicago and it will at

once be apparent that a city at the south end of Lake Winnipeg will reap all the advantages that one at the foot of Lake Michigan would do—yes, and to a far greater extent, for in the latter case the means of navigation are five times greater than the former, creating tributaries for commercial growth proportionately great. Owing to the fact of the widening of the Red River and the formation of a delta, no railway bridge can be made north of this town, whereby East Selkirk is constituted a point like Chicago, commanding the trade of the lakes and the North-Western portion of the continent. So that it may be safely said East Selkirk in point of natural advantages stands without a rival in the North-West.

Blodgett, the American authority, says:—"The basin of the Winnipeg is the seat of the greatest average of wheat product of the American continent, and probably of the world."

RAILWAY CENTRE.

East Selkirk is soon destined to be a prominent railway centre. At present, as above stated, the main line of the C. P. R. passes through the town down to the harbor, with a branch going North-West to Colville Landing, and a line extending South to the cities of Winnipeg St. Paul and Chicago. And the main line of the road stretches Eastward to Rat Portage and Lake Superior soon to be completed to Montreal, while there is now in course of construction another branch of the C. P. R. from the city of Winnipeg on the West side of the river to terminate just opposite this place. In addition to all these railway facilities there are several other schemes now on the tapis affecting the prosperity of East Selkirk.

The Portage, Westbourne & North-Western Railway is said to contemplate running their line North of the C. P. R. to Thunder Bay, making East Selkirk their headquarters for workshops, &c., and we are informed that the Nelson Valley Railway propose starting from East Selkirk and running on the east side of Lake Winnipeg to Hudson Bay. This line would be about one hundred and twenty miles shorter than a railroad on the west side of the lake. The consummation of this plan is of vital importance to the city of Winnipeg, for it is only by adopting it that Winnipeg will be able to stand upon the main line of a railway extending from San Francisco to Port Nelson,

across the continent from east to west, and from north to south the transshipping point for both lakes and rivers.

It is said that England alone imports from India and the Pacific Seas, goods to the amount of one hundred million dollars per annum. The town of East Selkirk will stand on the highway over which that enormous wealth must pass, whether it goes by the main line of the C. P. R. from Port Moody to Montreal, or from San Francisco, or Port Moody to East Selkirk and out by the Hudson Bay, for this town being at the crossing of the two railroads will reap almost equal advantages whatever directions the trade may ultimately take.

The time is soon coming when the bulk of the commerce of Asia must pass over one or other of these lines, because the journey will be shorter by from fifteen hundred to twenty-five hundred miles, and also because the altitude of the Kicking Horse Pass through which the C. P. R. crosses the Rockies is three thousand feet less than that on the Central Pacific Railway, making the gradations so much more favorable as to enable better time to be made and heavier loads to be drawn with much less expense, while the snow fall is only about half as great as that upon the Central Pacific. In addition to this, Lieutenant Maury, the great geographer and authority on ocean currents, says that the currents in the Pacific Ocean are such as to bring vessels from Asia, bound for San Francisco, within one hundred miles of Port Moody before they strike southward. Therefore, looking at the actual distance by measurement on the surface of the globe, coupled with the peculiar course of the ocean currents, and then counting the gradations and the light snowfall on the C. P. R., the actual diminution in the route via East Selkirk and out by Hudson Bay to Liverpool, is over twenty-five hundred miles, besides which there is the advantage of having about one thousand miles of railway travel replaced by that distance of water transport.

On this latter point, Mr. Peter Sutherland, of Minneapolis, a man of large experience, says that it costs four times as much to move wheat by railway as it does by Deer water navigation. He also says: "my opinion is that within five years Rat Portage mills will be grinding and the C. P. R. will be carrying 20,000,000 bushels of Dakota and Minnesota wheat per annum." This grain will be brought down the Red River in barges to Winnipeg

and East Selkirk, transhipped by floating elevators to the cars, then taken to Rat Portage, and after being made into flour sent forward to Europe.

FERTILITY OF THE SOIL.

The chiefs with their Indian bands were in the very earliest times found clustered here on the banks of the Red River, where with no inconvenience a bountiful supply of wild fruit, fish and game, could be found.

Mr. Peter Sutherland says that Western men have always recognized the fact that the Indian distributing points of the past come to be the great cities of the future, as has been the case with Detroit, Chicago, St. Louis, Omaha and St. Paul.

This is also the historic centre of the North-West. Here Lord Selkirk founded his heroic colony, many of whom co-mingling with the native population, have given to the country an industrious, frugal, virtuous peasantry, while among them may be found families of great refinement and some of the brightest intellects in the Dominion.

The valley of the Red River and the basin of Lake Winnipeg are alike renowned for the fertility of their soil, it being a matter of history that some of the old Red River settlers in the vicinity of East Selkirk have produced as much as forty successive crops of grain off the same field without the aid of manure or other fertilizers, the last crop being wheat yielding forty bushels to the acre, and such wheat as is not to be found in any other country, surpassing in weight and quality that produced in any State of the adjoining Republic, as is proved by the following official returns:—

		AVERAGE WEIGHT.	
Red River Spring Wheat, average yield 25 bushels to the acre. . . .	63 to 66 lbs. per bush.		
Minnesota " " " 20 " " "	60 " 65 " " "		
Missouri " " " 14 " " "	52 " 50 " " "		
Pennsylvania " " " 15 " " "	57 " 60 " " "		
Massachussets " " " 16 " " "	59 " 60 " " "		

While as a matter of fact Red River wheat fetches a higher price in the Chicago market than any other offered (see Macdougall's illustrated guide, page 10). With this enviable reputation and the marvelous producing power of the soil, the grain trade in the near future promises to increase greatly in importance.

Agricultural lands of first quality can now be homesteaded within ten miles of East Selkirk. That is to say, a settler can obtain

a free grant of one hundred and sixty acres and a pre-emption of one hundred and sixty more, or good rich land can be purchased out and out for from five to ten dollars per acre.

THE CLIMATE.

East Selkirk is situated in north latitude.....	50°15'			
London, England.....	51°31'	76 miles north of East Selkirk.		
Edinburg.....	55°50'	335	"	"
Glasgow.....	55°45'	330	"	"
Belfast.....	54°30'	255	"	"
Dublin.....	53°15'	180	"	"
St. Petersburg.....	59°45'	570	"	"
Archangel.....	64°30'	840	"	"

So it will at once be seen that East Selkirk is in a comparatively mild climate. St. Petersburg is 570 miles further north, yet this city has a population of a million, and is in fact one of the finest capitals in Europe, indeed all these cities and others like them, stand hundreds of miles north of Winnipeg and East Selkirk, therefore upon the subject of climate but little more need be said, it being well-known that the valley of the Red River is unsurpassed by any in the world for the clearness of its atmosphere, the brightness of its sky and its entire freedom from all manner of diseases. The following table will serve for comparison between the summer temperature of Manitoba and places south of it:—

	JUNE.	JULY.	AUG.	SUMMER AVE.
Red River	69°10'	71°16'	63°03'	67°76'
Chicago.....	62°07'	70°08'	86°05'	67°03'
Wisconsin.....	61°07'	68°06'	65°07'	65°03'
New York	64°02'	68°05'	66°07'	66°05'
Ontario.....	59°93'	67°95'	64°00'	63°98'

It will be seen that the summer heat of Manitoba is greater than that of Ontario or the States immediately south of us, and yet the fall plunges into the winter as quickly as the spring emerges from it.

COAL AND IRON.

Coal has been discovered on Lake Winnipeg about one hundred miles north of East Selkirk, this being the verification of scientific researches years ago made, geologists all having agreed that the great coal seam of North America should extend along the east shore of Lake Winnipeg. In the same region rich iron ore is found in abundance, so with coal and iron being adjacent the facilities for manufacturing

iron will not be surpassed even by the famous "Black country of England."

FISHERIES.

An extensive fishing trade is now carried on in a crude way at East Selkirk. Small vessels are continually plying between the islands of Lake Winnipeg and this place, loaded with fish for the Winnipeg market and points east and south of that city. The fish are quite equal to any of the famous qualities found in Lake Superior, while many sportsmen and epicures allege that they are even finer in flavor.

GOLD.

On Big Island and adjacent islands in Lake Winnipeg gold has long been reported to exist in quantities rich and inexhaustible, but it is only within the last year that practical tests have been made, the results being that several large veins have been thoroughly explored and are now being worked with heavy machinery.

They are yielding over two hundred dollars per ton from rock excavation. Even much larger results than this have been reported, so that before long it is fully expected that a gold fever will set in here equal to the famous excitements in California and Australia. This opinion is founded upon the fact that gold bearing rock yielding eight dollars per ton is worked with profit in Australia and Nevada. Even now English and American capitalists are flocking in to avail themselves of this rapid avenue to fortune.

TIMBER.

Timber is found in abundance on the shores of Lake Winnipeg and the tributary rivers to the north and east, the harbor of East Selkirk being the outlet for it. This trade alone is of great value, particularly in the Northwest, where timber is somewhat scarce, and where the extensive prairie portions of the country are dependent for their supply upon the product of the valleys of the lakes and rivers.

WOOD LANDS.

For many miles around East Selkirk while the soil is good and rich it is generally more than half covered with standing timber, which

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furnishes a cheap firewood to the inhabitants and a good supply at low rates for building and fencing purposes. Fire wood is delivered here to consumers at two dollars per cord.

WATER POWER.

Engineers who have examined the water power at East Selkirk on Cook's Creek, which flows through the town, say that it possesses great possibilities for utility, owing to its volume and its good banks, permitting the erection of a dam at least twenty-five feet high and capable of supplying two thousand horse power to mills erected upon it.

SPRING WATER.

Pure spring water is easily accessible at a moderate depth from the surface all over the town, while the lofty situation makes the drainage all that could be desired.

Near the two railway bridges over Cook's Creek, within the town, are two large wind mills used for supplying water to the engines of the C. P. R. One of the mills, about the centre of the corporation, is said to be the finest and most satisfactory of any on the line of railway.

HOPS.

The soil in and around East Selkirk is particularly well adapted for the growth of hops. A wild variety is found in profusion, which for the manufacturing of beer or other purposes are said by judges to be unsurpassed in quality; while Mr. Macdougall, in his work on Manitoba, says that the barley produced here is pronounced by brewers to be of superior quality and color.

CANADIAN PACIFIC RAILWAY.

This stupendous national enterprise stands foremost in the railway history of the world.

- (1.) It is the longest road in existence under one management.
- (2.) No railway or government has so large an amount of good convenient fertile lands to be disposed of.
- (3.) No railway can offer to the commerce of the world the same short and expeditious route across this continent.

(4.) No railway can boast of a more distinguished, competent and business-like board of directors.

(5.) No railway can surpass this one in the character of its officials, from the General Manager downwards; but it will require time to bring this immense enterprise into the order and harmony found in older companies.

This railway company has two stations and three telegraph offices within the corporation, and in addition to the sidings already in use several new ones were put in during last summer to accommodate the increased traffic. The large brick round house of the Co. is now being put in order it is said, for repairing shops, and that work of this kind hitherto done at St. Paul will hereafter be carried on at East Selkirk.

RAILWAY BRIDGE.

Over the Red River at East Selkirk a bridge must of necessity soon be built. A look at the map of the Province makes this proposition at once evident.

The through freight and passenger traffic from Lake Superior will soon cross the river here, thereby preventing delay, and shortening the journey by some thirty miles.

BRICK MAKING.

During the past year extensive brick manufactories have been carried on.

There have been expended for machines, etc., over sixty thousand dollars, and the bricks turned out were as fine as any in the Province. They were in many cases used for veneering only.

The round house at East Selkirk is constructed of brick made on the spot, and is a standing monument of the fine quality of brick manufactured at this place.

STONE QUARRIES.

Building stone for foundations, as well as a finer quality for window tops and sills, are produced in the well-known quarries within the corporation. The stone used in the Louise Railway Bridge, the

C. P. R. Station and the new Court House and City Hall, and other well-known structures at Winnipeg, all come from these celebrated quarries.

AMSTERDAM EXHIBITION.

At the World's Exhibition now being held at Amsterdam, Holland, the Canadian Pacific Railway Co. have with praiseworthy zeal collected a magnificent exhibit for the Province of Manitoba. From the well-known Pottery at East Selkirk there are some fine specimens shewn; also exhibits of building stone and bricks from the quarries and factories at East Selkirk.

LIME BURNING.

Extensive lime kilns are constantly burning here, furnishing Winnipeg and other places with large quantities of lime.

TO MANUFACTURERS.

The town of East Selkirk having just received its Government charter, the Mayor and Corporation wish to encourage manufactories, and feel confident that after an inspection of the advantages offered, capitalists will not hesitate in investing their means here. The inducements offered are :—

1. Freedom from taxation for a period dependent upon the circumstances of each case.
2. A building site at an almost nominal price. This is important, as in some cities the purchase of the land for a manufactory often takes a large proportion of the spare capital.
3. Cheapness of building material, such as lumber, brick, stone, lime, etc., which are produced in the town itself, and are cheaper than they can be obtained in any other town in Manitoba.
4. Cheap labor. Labor is somewhat cheaper here than in the city of Winnipeg, as the cost of rents and living are not more than one-half what they are in that city.
5. Facilities for shipping both by land and water. With your factory at the harbor, you can at one end of it ship goods by water to any point on the lakes or rivers for thousands of miles, and at the

other end ship your goods by the C. P. R. to any point in Manitoba, or in fact to any place in America.

6. The fine water power which competent engineers say is now awaiting development.

7. Cheap fuel. This alone is of vast importance, the cost being only about one-third what is demanded in other parts of Manitoba; and besides all these advantages, the pure water, good drainage, and lofty situation, far above high water mark, are important considerations in selecting the site for a maufactory.

PAPER MILL.

It might be mentioned that owing to the abundance of poplar wood in the neighborhood, together with a plentiful supply of good straw, both of which can be procured in unlimited quantities close at hand at very low rates, together with good water power, indicate that this would be a place especially suitable for the manufacture of paper, and such a mill could be established at a comparatively small outlay.

SUMMER RESIDENCES.

We unhesitatingly say that East Selkirk, for convenience, pleasure, health and natural attractions combined, stands far and away ahead of any other place in Manitoba. You can go to and from the city of Winnipeg every day in less than an hour by rail, or you can take one of the steamers any day from Winnipeg and enjoy a run down the Red River to the wharves of East Selkirk; or if you wish a beautiful and picturesque drive, take the road on the east side of the river, and drive to or from Winnipeg in three hours.

In front of the town beautiful islands ornament the river, and lots of amusement is always to be had in boating, fishing, swimming and shooting; while any one wishing to build a summer cottage can procure a location at a very small price, and have the satisfaction of living in one of the healthiest and prettiest spots in the Northwest. A number of families from Winnipeg have already determined upon doing this, many of them from reasons of economy. And there is also a project now on foot for the erection of a large summer hotel here.

Looking at East Selkirk from every standpoint, there can be no doubt of its future greatness as a commercial city.

Therefore, the Mayor and Corporation respectfully request that intending investors in Manitoba property, or intending manufacturers, may inspect the numerous advantages of this town before locating elsewhere.

LORD DUFFERIN.

Lord Dufferin, in his tour through the Northwest, visited Selkirk, and in a speech delivered there made the following remarks:—

“Pleased and grateful as I am for the preparations you have made, what causes the greatest pleasure of all is to feel that I am surrounded by a hardy, industrious and manly community. * * * *
“that in after years will become as rich and prosperous as any other on this side of the Atlantic.

I hear the tread of Pioneers,
Of nations yet to be
The first low wash of waves
Where soon shall roll a human sea.

CA

Hon. JOHN JAMES

MILES
135
133.5
126
119
112
103.5
97
87.5
77.5
71.5
62
51.5
41
37
31
23.3
16
11
3.5
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CANADIAN PACIFIC RAILWAY.

GEORGE STEPHEN, PRESIDENT, Montreal.

DUNCAN MCINTYRE, 1ST VICE-PRESIDENT, Montreal.

RICHARD B. ANGUS, 2ND VICE-PRESIDENT, Montreal.

DIRECTORS:

Hon. DONALD A. SMITH, Montreal.

HENRY STAFFORD NORTHCOEE, London

JOHN S. KENNEDY, New York.

CHARLES D. ROSE, London.

JAMES J. HILL, St. Paul.

BARON J. de REINACH, Paris.

PASCOE DU P. GREEFELL, London.

WM. C. VAN HORNE, GENERAL MANAGER, Montreal.

CHARLES DRINKWATER, SECRETARY, Montreal.

WINNIPEG:

J. M. EGAN, GENERAL SUPERINTENDENT.

EAST SELKIRK:

EASTERN DIVISION C. P. R.

DISTANCES BETWEEN STATIONS:

FROM WINNIPEG TO RAT PORTAGE.

MILES.		MILES.
135	WINNIPEG	0
133.5	Winnipeg Junction	1.5
126	Bird's Hill	9
119	Gonor	16
112	EAST SELKIRK	23
103.5	Tyndall	31.5
97	Beausejour	38
87.5	Moumouth	47.5
77.5	Shelly	57.5
71.5	Whitmouth	63.5
62	Darwin	73
51.5	Rennie	83.5
41	Telfork	94
37	Cross Lake	98
31	Ingolff	104
23.3	Kalmar	111.8
16	Deception	119
11	Ostersrud	124
3.5	Keewatin	131.5
0	RAT PORTAGE	135

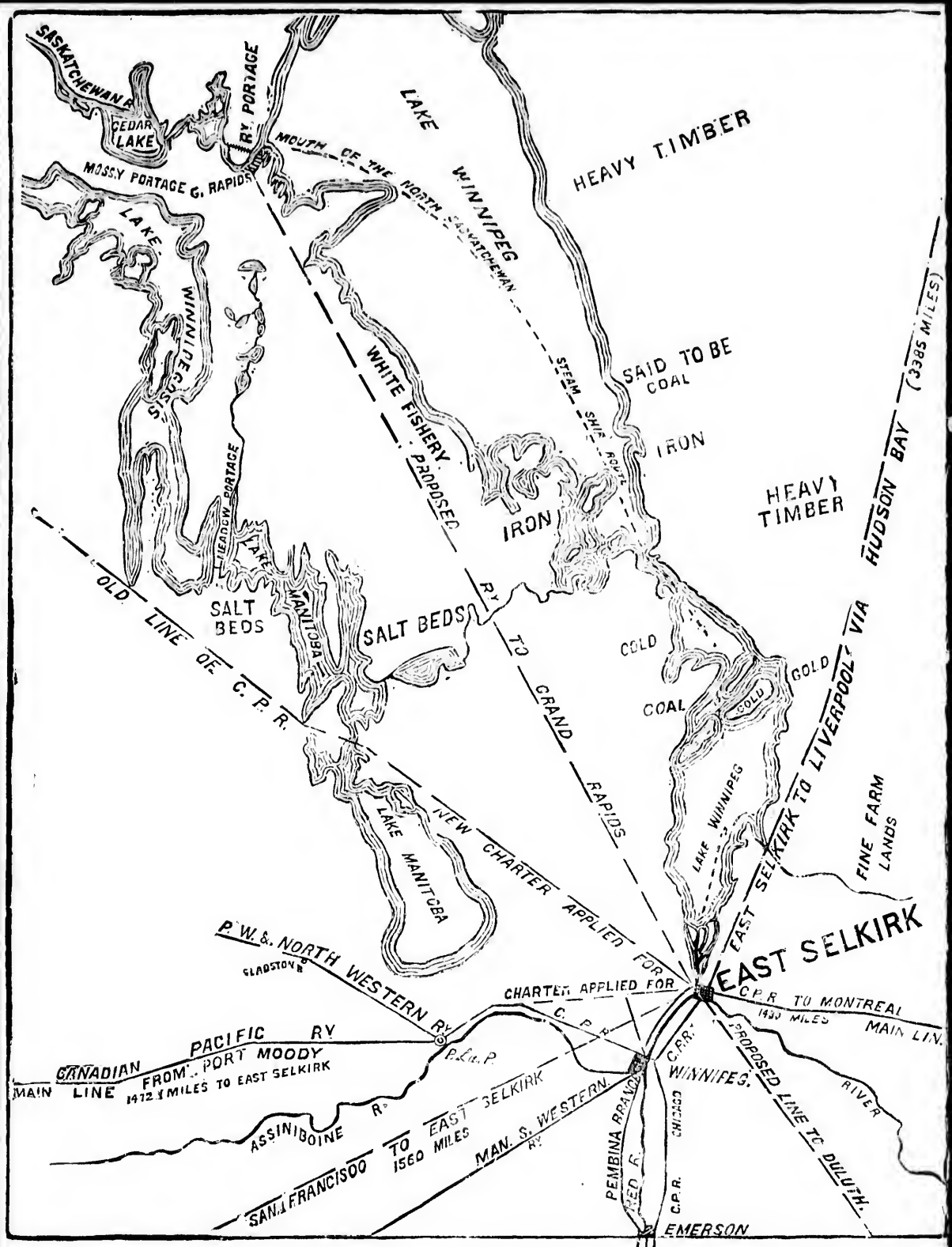
DISTANCES:

See Map on Cover.

	MILES.
San Francisco to Liverpool, via Chicago and New York	6371
San Francisco to Liverpool, via Winnipeg, East Selkirk, East of Lake Winnipeg and out by Hudson Bay	4996
St. Paul to Liverpool, via Chicago and New York	4440
St. Paul to Liverpool, via Winnipeg, East Selkirk and Hudson Bay	3980
San Francisco to Liverpool, via Winnipeg, East Selkirk and Montreal per C. P. R.	5774
Port Moody to Liverpool, via East Selkirk and Montreal	5696

STOCK RAISING.

Within ten miles of East Selkirk the facilities for stock raising are unequalled in Manitoba. Rich land, water, wood, shelter and hay being in abundance are freely given without price to the settler. Ready and excellent markets are close at hand in East Selkirk and Winnipeg, where the highest prices can be secured.



The continuous lines indicate railways now in operation the disjointed lines, railways projected.

