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FEBRUARY,

1885.

The ♦ Manitoba



♦ North-West ♦ Monthly ♦

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THE Manitoba and North-West Monthly

UNDER THE AUSPICES OF

THE MANITOBA & NORTH-WEST IMMIGRANTS' PROTECTIVE ASSOCIATION.

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THE OBJECT OF THIS PERIODICAL.

Generally speaking the aim of all governments as well as private individuals and corporations having lands for settlement is to have the country in which such lands are situated well written up, or in other words "boomed." In this initial number of the Manitoba and North-West Monthly we wish clearly and emphatically to state, that our mission—and we believe we have an urgent one—is not to write up, boom or send forth to the world exaggerated statements concerning Manitoba and the North-West Territories, but simply to give an honest exposition of the resources of the country. To say nothing of the immorality or dishonesty of the policy too often adopted by men who are employed as mere hirelings to write up or boom a country, we are certainly inclined to the view that it is very unwise and impolitic; for every individual or Immigrant who has been led to visit a country in any character through misrepresentation, exaggeration, or fraud will, as soon as the deception practiced upon him is discovered, become a bitter anti-immigration agent. In the "good old booming days" in this city when honest dealing in a good many instances seemed to be regarded as mere sentiment, and when towns and villages with imaginary railways were written up simply with a view to deceive. We say, when this was done, and honest men were looked upon as old fogies, then it was that the wind was sown, of which the whirl-

wind is now being reaped. As the Immigration scheme, of which this journal is one of the chief features, must stand or fall upon its merits it is our intention, if we fall to fall upon the side of truth and honesty believing as we do that these indestructible principles though crushed to earth, will always rise again. To undo in a measure the mischief which has been done, and to restore confidence where confidence has been abused are the chief objects of this journal. Being only human we do not wish to put ourselves forward as the only exponents of the principles which ought to prevail in this and all countries, but on the contrary would prefer to be classed as an humble auxiliary to the various newspapers, pamphlets and other periodicals that are now and are always found advocating honest principles and exposing shams. With this introduction we desire to say that "The Manitoba and North-West Monthly" is not intended as a general exponent of political principles, but proposes to devote its pages to the questions of Immigration, Agriculture, Railways, Manufactures, Mining, Commerce, Banking and every other interest in this country—which may prove of advantage to our readers. At the same time should any political question or questions arise, the adoption or rejection of which would be likely in our humble judgment to prove beneficial or otherwise to the settlement of this our adopted country, then our influence shall be exerted without reference to persons or party, our motto being in this connection "Country before Party."

THE
Manitoba & Northwest Immigrants' Protective Association

HEAD OFFICE, WINNIPEG.

CORRESPONDENCE SOLICITED.

This Association is what its name implies: an association formed for the purpose of promoting desirable emigration from all countries to Manitoba and the North-West Territories of Canada, and further to protect if possible all Immigrants of whatever land or nationality from the numerous impositions that are too frequently practised upon the ignorant and unwary; and in endeavoring to carry out this feature of the scheme we respectfully invite the hearty co-operation of all good citizens. Our motto in this particular connection is—"Be just and fear not."

TO THE EMIGRANT.

In inviting emigration to Manitoba and the North-West Territories, while much has to be taken into consideration, two things must especially be kept steadily in view—namely: The present condition of the emigrant and the position in which he can be placed here. Whilst on the whole we are not believers in the eternal fitness of things, we yet believe that in very many instances a great wrong is being done in bringing men and women to this country, who are in no way adapted to its circumstances or to the positions into which they ultimately find themselves forced. In the first place it must be thoroughly well understood that in the manufacturing line the scope is at present too limited to admit of any large number of operatives being employed to advantage. Again, no farmer who is well off in his present home and has no family, and where the accumulation of wealth is not the chief aim of his life, should be pressed to come to this country. Of clerks of almost every kind we have more than an abundance—and partly as a matter of information and partly as a caution, in the name of truth and honesty, ye fourth, sixth, and tenth-rate lawyers keep away—the market in this line is overflowing—we have at least fifty too many, though of course there is always room for first-class men here as elsewhere. Then, the man who has been trained in the civil service, or any purely official walk of life—or in words has been running in a groove for years, we have no place for him unless he possesses a versatility of talent, for which his class is not always noted. On the other hand—any number of laboring men and women with strong hearts and willing hands and the other concomitants necessary for success in any walk of life, for them we say we can always find a place. But the most desirable class, and the class to whom we have no doubt we can present as good opportunities as any other country in the world, is—the farmer or the farmer's son, who can bring with him a moderate amount of capital. In the older provinces of this country, there are many men living and making a good living on small farms of from fifty to two hundred acres, which however are too small to satisfy the ambition of two, three, or four sons, and perhaps as many daughters. To them we can offer inducements, in the shape of as

fertile soil as any in the world; educational, governmental and other advantages which very few, if any other country, possesses. To sons of farmers and to tenant farmers in the old country not having sufficient capital for farming at home—to you we offer similar inducements. To the sons of old country gentlemen who are desirous of adopting a farmer's life, and who wish in the first instance to serve some short apprenticeship, to you we can also hold out an invitation with the assurance that there are numbers of farmers in this country and throughout the whole of the North-West, whose circumstances are such that they can offer you a good home, for which they would consider your services sufficient compensation. Though we are bound in all fairness to discriminate in inviting people to come to this country, we are nevertheless of opinion that to any man or woman, who has the true metal, and who is willing to do anything that is honorable and honest to gain a living, and has the faculty of adapting him or herself to all the exigencies incidental to a new country, we can say to such in the language of the Westerner; "If you feel in your boots the sand is in you come along," and if the writer and those associated with him can do anything to assist you in an honest endeavor to better your condition, it will be their earnest aim to do so in any way that may be possible, and which in the end may tend to your pecuniary advantage. We have millions of acres of land as fertile as any the sun ever shone upon still in the market, which can be obtained in quarter, half, or whole sections and which consist respectively of one hundred and sixty, three hundred and twenty and six hundred and forty acres, or if you are looking for still larger possessions, you can acquire them at prices so low as not to preclude the smallest capitalist from entering into a larger field of operations than he ever dreamed of in his "Eastern or Old Country Home."

MANITOU.

The Town of Manitou is situated in the heart of one of the finest agricultural countries in the whole of the Province of Manitoba; is the terminus of the Manitou branch of the Canadian Pacific Railroad, and although only a year or two old has now nearly all the requisites as well as population of an old Ontario village of thirty years standing. It possesses six general stores, with dozens of other places of business, and an Hotel, "The Stewart House," containing forty or fifty rooms. This house is quite as well kept as any hotel in the larger towns or cities of the country. As it is situate near the border of a beautiful lake, nestling amongst surrounding hills, not an uncommon sight in this part of the Province, it has already become quite a summer resort. John Stewart, after whom the Stewart House is named, is a resident of Manitou, and no one disputes the fact that through his untiring efforts to build up Manitou and the rich and lovely country which surrounds it, he has earned the good wishes and respect of all the inhabitants of this part of the Province.

No attempt has been made in the first issue of this journal to attain literary excellence. We have tried to give facts in the plainest language possible, consistent with readable English, so that those who run can read. In the future, while our object will always be to speak plainly and intelligently, we shall publish contributions as to the resources of the country from the pens of the best and most reliable writers in Canada. No expense will be spared in making this journal an authority on North-West matters especially those subjects of the most direct interest to intending settlers.

AMERICAN IMMIGRATION.

The question is often asked "Why is it the Americans are so much more successful than other nations in attracting emigrants to their country." To the writer who is more or less familiar with American institutions in general, and with their methods of conducting their emigration schemes in particular, this question so frequently asked, is easily answered. The National and State Governments of America, the managers of her railways, and all others connected with the promotion of Immigration seem in the selection of their agents, for this as for most other appointments, to ignore every consideration save the all important one, *fitness for the position*. It is quite obvious that the appointee or agent knowing that his tenure of office depends to a great extent upon the aptitude displayed by him in the discharge of his duties, will in the great majority of instances throw all his energies and abilities into his allotted work. Such an agent, though an official from the very nature of his appointment, is not likely to display what is generally considered the worst characteristic of Officialism in some countries, namely, *Insolence*. On the contrary in discharging his official duties in their various details he omits nothing which will tend to make the newly-arrived Immigrant feel that he is not a stranger in a strange land, but that he has become suddenly invested with all the rights, privileges, and freedom of an American citizen. The Immigrant in this way is very quickly made to realize that although he has left his home, and perhaps those near and dear to him thousands of miles behind, there are now opening for him larger and more permanent opportunities which will more than counterbalance the regrets he may feel for the old associations. Again it is not the agent only, who makes a point of producing a good effect upon the Immigrant or stranger, for who that has ever visited the United States, even for a short time, has not been struck by the apparently uniform kindness shown by all the American people towards strangers. Reader, did you ever attend an American church as a stranger? If so were you not impressed with the courtesy you received and the consideration offered you? As in this, so in everything else. Why, to our mind, when visiting the United States, there appears to exist in every man and woman one meets the qualities of a first-class Immigrant agent. In other words, we look upon the whole American people as Immigrant agents. Think of the millions of

letters that are annually written home to Europe and Canada by relatives and friends in the United States, and consider for one moment the impression it must create, to be incessantly told of a country where the inhabitants possess in such abundance all the characteristics so essentially necessary to attract. This is a subject well worth the consideration of every nation that seeks to invite Immigration. We are not aware that it is any evidence of the superiority of American institutions over British as a whole, but it is surely some evidence that in this one great question of "Immigration" the most important question in all new countries, the American people take the lead and are worthy of imitation.

IMMIGRATION AND RAILWAYS.

In all new countries existing under conditions similar to Manitoba and the North-West Territories of Canada, as also to the North-West States and Territories of the United States (where the conditions are very similar to our own) two interests must always be inseparably interwoven, viz: Immigration and Railways—but to preserve the equilibrium between them, or in other words to make the peopling of the country commensurate from time to time with the increased railway mileage is in many instances a problem of very difficult solution. Probably there is no State or Territory of the United States, and we are satisfied that there is no province of Eastern Canada, where a violation of the principle suggested would be sooner noticed or its effects more speedily felt than in this Province in which the carrying trade of the country is dependent almost entirely on one partially developed interest. In years past when the first railroads were being built in Europe and America, the future work of the roads under construction was assured before they were commenced, the people and the capitalists often standing hand in hand to welcome the promoter. Now the reverse is too frequently the case—at present it is, and for the last few years it has been quite apparent that in the United States as well as in Canada the tendency is to allow construction to outrun immigration, or more properly speaking, population. This, many persons contend, has in a great measure brought about the present depression in America. We are assured by Mr. Van Horne that in the year 1885 the Canadian Pacific Railway will be completed and running from the Atlantic to the Pacific. On the completion of the road the people of Manitoba and the North-West Territories will have more miles of railway in proportion to the population than any other country on the face of the globe, except perhaps the poor unfortunate paralysed State of Nevada, which has fallen a victim to that worst and most crushing of monopolies the Central Pacific Railway. We repeat that the Province of Manitoba and the North-West Territories will have more miles of railway tributary to them or perhaps, more correctly speaking, to which they will be tributary, than any other country in the world. If we add to that portion of the main line to which we can lay special claim ourselves in consequence of its passage through this country, the var-

ious branch lines that we trust will be built in 1885, and if we also add that section of the road which extends from Port Arthur to our eastern boundary (commercially speaking our own), and if we thus aggregate what it is fair to assume will be in operation in less than a year from now, we are forced into asking the question: What is to be the remedy for the enormous disproportion which will then exist between the mileage constructed and the population of the country. We are not prepared to say at the present time, whether the construction of the Canadian Pacific Railway has been too rapid or not—that will almost entirely depend upon the rapidity with which the country is settled. The road undoubtedly has been pushed with an almost enviable vigor, and it must be very obvious that unless the peopling of the country is pushed on in the same vigorous manner, the results of a speedy construction cannot but have a disastrous effect, not only on the country generally, but also on the magnificent undertaking itself, which is the pride of every true Canadian. In the meantime, the ultimate success of this undertaking as a commercial proposition cannot be otherwise than problematical, while with a rapid peopling of the country and the development of its immense agricultural and mineral resources that, which is now doubtful will become a certainty. Still, for many years the question of questions for Manitoba and the North-West must be Immigration. We will not refer to the prospective transcontinental traffic on the Canadian Pacific more than to say, that as a rule, where any strong competition is likely to prevail, such traffic is not generally looked upon as the chief sustaining power of a road. Even were the transcontinental trade of the C. P. R. of the proportion anticipated by some, it could not of itself be considered even as one of the factors in building up and developing the country. We promise our readers to resume this part of our subject in a subsequent issue.

OUR MINERAL RESOURCES.

Though our chief object has been to discuss the subject of Agriculture and Emigration, we cannot pass over a subject of such vast importance as our Mineral Resources without some comment.

The truth is we are just now in the first throes of development. The mining of Coal and the development of Petroleum, and Iron are industries just now for the first time in the history of our country being actively entered upon. Large shipments of coal are daily being made from the mines already opened on the line of the Canadian Pacific Railway, and the vast importance of the late discovery of genuine Anthracite may be said to fully solve the fuel question of the country. As regards Petroleum, a company has already been formed and a full equipment of machinery is (at the time of our going to press) on its way to Calgary, in charge of an efficient staff of practical oil well borers, and that part of the Red Deer River which is situated near Tail Creek, and which is distant about 60 miles from Calgary, we confidently expect will soon be numbered as one of

the most important Petroleum bearing properties in the world—so far as regards the surface indications—they are hopeful beyond question, and the Company are fully bent on testing to the utmost what the property is capable of. The same may be said of Iron. A vast deposit of Specular Ore, and Brown Hematite has been discovered upon Big Island, in Lake Winnipeg, at the very threshold of our country, and a Company has been formed for the purpose of entering upon Smelting operations. A glance at the directorate justifies the expectation that the Company is one which is likely to press the enterprise in a thorough business-like manner and to extend the operation to the fullest extent. The gentlemen composing the Directorate are Robert F. Hurlburt, A. O. Pray, F. C. Pillsbury, Chas. Evans Holt and R. C. Kalkhoff, all of the city of Minneapolis, and J. Stewart Tupper, E. R. Kent, F. Proudfoot and Alex. Douglas of the City of Winnipeg. The erection of a substantial dock at their location on Big Island is now going on, and as it will be extended out into 15 feet of water it will afford shelter for the largest steamers and will be the best of its kind on the Lake. A vast body of the ore is visible above the water level, and has been pronounced by the most competent authorities both in the Dominion and United States, to be of the finest grade and entirely free from deleterious substance. The Island being situated on the course of the Lake steamers connecting with upper Lake Winnipeg and the great Saskatchewan, the cost of placing the ore at Selkirk should be comparatively trifling, and the town of Selkirk (East and West) are now discussing the all important subject as to which side of the Red River shall be the fortunate choice of the Company in the erection of their works. We may safely say that next to the great subject of Agriculture the production of Iron and Steel in this new country stands first in importance.

We have made an estimate of the quantity of steel rails required for the building of some of our projected railways, and when the question of bridge and other iron is also considered the figures are simply enormous. Take the Hudson's Bay Railway for instance (it being one of the necessities of our country), no less than 70 thousand tons for rails alone, would be required for this road, and as the Directors of the Smelting Company claim that a profit of over ten dollars per ton could be made on the manufacture of these rails, some idea may be gathered of the great importance of this enterprise. At the present time the cost of railway iron laid down in Winnipeg is about twenty-eight dollars per ton, but a glance at the Company's prospects convinces us that pig iron can be laid down by them in Winnipeg for less than half that sum. Most valuable deposits of gold ore, mineral paint and ochres have been discovered in the vicinity of the iron deposits, and we would leave to the capitalists the contemplation of what our possibilities are in minerals, and what a vast volume of trade is involved in kindred industries arising from the production of Iron and Steel in a country so large, and where they are so much needed. The Capitalist has here a most interesting subject for his earnest consideration.

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“INTEGRATION OF THE BRITISH EMPIRE.”

The question of the Integration or Federation of the British Empire will be discussed in this journal—commencing with the next issue—but just as soon as its discussion degenerates into a partisan fight by party organs—then we will retire from the discussion—for in the logical and judicial discussion of any question the writer should always keep in view the fact, that there are two sides, whilst the partisan's spectacles can only see one. In building up and developing any new country,—the more complete the union of the people—the greater their strength, hence the necessity for the avoidance of the acrimony too often engendered by partisan discussions. The narrow-minded and illiberal may fight his petty partisan fight to his heart's content, but the object of this journal shall always be, to discuss every question with the view to its operating as a factor in building up this immense country, of which Canadians have no reason to be ashamed, whether our present autonomy be retained, or changed to a closer connection with Great Britain.

Over-production of wheat is a complaint in America, in India, and in Russia; and it is generally asserted that a reduced wheat acreage in these countries will be shortly recorded. The over-production, however, is in truth much more of a complaint than of an ascertained fact; and it probably means, not that sellers are parting with their produce at a loss, but that they are compelled to pocket a shilling profit where for years past they have been making half a crown. As regards Great Britain the issue is tolerably clear. English farmers cannot grow wheat as cheaply as American freeholders or Indian ryots. But English farmers still produce and sell from nine to ten million quarters of wheat every year. Until therefore, imports into the United Kingdom have so increased as to beat the English farmer entirely out of the field, foreign growers have no reason to believe that they have cultivated wheat to excess. The English farmer will have cultivated superfluously every sack of wheat which the foreigner can undersell and still have a profit; but this is a very different matter from saying that there is over production abroad.—*St. James Gazette, London, England.*

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N.B.—Orders sent by Mail or Telephone will receive prompt and careful attention.

A NEW INDUSTRY.

Two cars of machinery for the Winnipeg and North-West Petroleum Company, arrived yesterday from Bradford, Penn., and are now at the C. P. R. freight sheds. Two cars more are expected in a few days when the whole plant including supplies to be purchased here will be shipped west to Gleichen and transported thence to the grounds of the company, about 40 miles from that point. This is the first practical step towards the development of the petroleum region along the Red Deer River and its branches, the waters of which have for years been known to float large quantities of oil. In the immediate vicinity of the tract of 640 acres which the Company owns there are said to be springs of the crude oil appearing on the surface, and there is every indication of rich petroleum deposits at no great depth. The plant consists of a boiler and 15 horsepower engine, augers, derricks drills, piping, sand pump and other tools necessary to a complete drilling outfit capable of boring to a depth of 2,800 feet. A blacksmith shop, house, tents, etc, will be also sent

out, and a gang of practical oil men from Pennsylvania will be brought out to execute the work. Though the facilities have been provided for boring to a depth of 2,800 feet, the company have been advised by experts who have examined the region that oil will be struck at a depth of 300 feet. It is their intention to push the work with all possible speed, and the result of the enterprise will be known by the end of March. If favorable, arrangements will then be made for shipping and refining the product of the wells. The progress of the work will be watched with interest.

The company is composed of Minneapolis and local capitalists, among whom are Mr. Hurlburt (President), Robert Kelly, Dr. A. A. Camp, Willis Baker, J. R. Wolcott, S. H. Baker, M. Task and others of Minneapolis, and Messrs. Proudfoot, Kent and Howes of this city. The capital stock is \$100,000,000, divided into 100,000 shares. Mr. Kelly accompanies the outfit for the purpose of seeing it safely transported and properly set up on the lands of the company.

THE REAL ESTATE CURBSTONE BROKER.

Three years ago when this country was in the hands of speculators, and when money was as plentiful as writs, where a year or two afterwards, there existed a creation of the hour dignified or disgraced, as you will, by the name of "Real Estate Curbstone Broker." The standing of this individual three years ago depended altogether, or to a great extent upon the magnitude of the transactions in which he was interested, and the nature of the promoted sales with which he was connected. This kind of "Boonster" as a rule never risked anything himself, except it might be part of the commissions on sales and which in some instances had to be divided amongst several. Many men of this class did their work in a fairly honest manner, whilst others resorted to all the petty deceptions and devious ways which might be considered necessary to effect their object. This kind of middle man has almost disappeared, and intending purchasers of real estate are no longer hampered in their actions by the feeling that every man they meet is looking for an opportunity to put his hand in their pockets. For fear, however, there may be still a relic or two of the "Boom" prowling about in the shape of a Real Estate Curbstoner, we would respectfully say to any intending purchasers that there are several first-class Real Estate Dealers in this city in whose hands they will be perfectly safe, and who are quite above any of the artifices which at one time characterized Real Estate transactions in this country.

THE ADVANTAGES OF MIXED FARMING.

The wide-awake farmer is not an exclusive wheat grower, though there are many such. With a good mixed system of farming we can raise beef cattle here very much cheaper, and also bring in a bigger gross sum for three years old (with present prices of beef) than generally figured out. We can certainly put him through the first two and a quarter years of his life in very good shape for \$25, including interest on his first cost. Then, suppose we find 100 bushels of corn at, say \$25—we should always make at least 400 or 500 pounds of live pork with the same corn—we ought to have a prime export steer weighing, even at a moderate estimate, 1,600 pounds, at, say 5½ cents at home, or \$88. Such a steer would spend the first five or six months with his mother. His first winter would be spent partly on the green wheat field and partly by the straw stack. He would get plenty of good corn fodder, and say four bushels of corn and four of oats at 25 cents during the winter. His pasture the next summer would cost 30 cents per month; if in a good 3,000-acre pasture, 25 cents per month. The following winter he would run in the cornstalk fields and get plenty of straw, prairie hay and a little corn to follow, and his cost would not exceed \$5 for five months. His pasture till August first would be 30 cents per month, when he would get green corn, stalks and all, in the pasture

till October, and then be yarded and get all the shelled corn and wheat straw he could eat till the following May. Then, if he is a grade of any of the beef breeds, he will certainly weigh at least 1,600 pounds.—*Country Gentleman.*

MURDERS IN THE STATES.

Statistics of the murders committed in the States during the year 1884 show that Ohio leads with 189, Texas following with 184, and Rhode Island and Delaware having each 11, the smallest number. In the Prohibition States of Kansas, Iowa and Maine the number of murders were 78, 58 and 16 respectively. Besides Ohio and Texas, the States having more than 100 murders were Kentucky, 178; Missouri, 146; Tennessee, 137; Georgia, 135; New York, 125; Pennsylvania, 120; Michigan, 109; and Virginia, 102. Of the populous States Illinois makes, by all odds, the best showing, having only 63 murders in a year, one-half less than the number in several States with populations one-third less. As compared with 1883 the murders in the States have more than doubled, the number in 1884 being 3,377. Of these 315 were mysterious and remain so. Forty-eight children were killed by their parents, eighty-three wives by their husbands and twelve husbands by their wives. Only 103 legal executions for murder occurred, though 219 lynchings were reported.

WORKING A ROAD.

The practice of working a road once a year, and that, too, at a time calculated to do far more harm than good, is enough to convince any intelligent man that the system is wrong and should be abandoned. Our notion is that a public highway should be kept in repair precisely as a railroad is, by a competent man, giving it his entire attention the year round, with a suitable force of hands necessary to do the work. Such a system, would perhaps, cost a little more at the start, but in a few years the road would be so perfect as to require very little attention. Under the present system more than half the time and money expended on public roads is worse than wasted, for instead of being bettered they are made infinitely worse. The only successful way, in our opinion, to have good roads, is to put a poll tax on every able-bodied man, as well as the necessary property tax, and have it all paid in cash. Then elect road supervisors for the district for two years, place them under bonds, give them a fair salary, and let them take charge of the roads and keep them in proper repair if it takes their entire time to do it, and we will have good roads. This idea that anybody can be road overseer is all bosh. It takes a man of considerable ability and energy, and when such a man hires a force of men by the month or year and stays with them, he has accomplished something. In short, our present road system is a failure, and the sooner it is abandoned the better.

A HINT TO THE GOVERNMENT OF CANADA.

The special correspondent of the London, Eng., "Weekly Times," writing from Galway, Ireland, says:—"The growing scarcity of labor is owing, of course, to the emigration, which has been going on from Galway to an unparalleled extent, and here for the first time I have heard of a new aspect of the emigration question, and of the somewhat mysterious conditions under which it has been conducted. Besides the assisted and the independent emigration, with which we have become familiar, I hear of free-handed agents from America who make a secret of the parties for whom they are acting. They have taken up their quarters in the best hotels; they appear to have ample funds at their disposal; and they address their proposals promiscuously to all classes. They are said to have shipped many of the Connemara peasants, and when these poor people came up to embark to America, they had cast their rags; they were decently clothed; they carried bundles containing a change of dress, and had a trifle of money in their pockets. I enquired how the agents proposed to secure or recoup themselves with the outlay. I was told that they drew up formal contracts, which it was believed would 'hold water' in the States, by which the emigrants bound themselves to their service for a certain number of years, or until the debts were discharged with interest.

Indeed, so great has been the emigration mania that tradesmen have gone—who were believed to be realizing \$15 per week. And the contagion has been spread to the Galway fishermen, as characteristic, as prejudiced, and as home-loving a set of people as are to be met with anywhere,—still true to their instincts they have gone out in bands to settle down in little colonies of their own in New England.

COAL IN THE NORTH-WEST.

To the Editor of the Week:

SIR,—In the Week of January 8th there are two items respecting the coal discoveries in the North-West on which I would like to make some remarks. As regards the coal seam recently cut in the shaft near Crowfoot station on the line of the Canadian Pacific. I may state that this discovery, if it can correctly be called so, is entirely due to the Company, acting on advice and information given by the Geological Survey, and with the full report and carefully constructed map of the area by Dr. G. M. Dawson. The report and map were published early last year, and on the latter the approximate outcrops of the Crowfoot and of other coal seams in the Bear and Belley Rivers region are distinctly laid down in red lines and figures. The thickness of the Crowfoot seam as proved in the Canadian Pacific Railway shaft is not as stated, fourteen feet, but nine feet, or one inch more than the thickness assigned to it on the map and in the report of Dr. Dawson. I have not yet seen any specimens taken from the shaft, but it is not at all likely to be, as stated, an anthracite. The analysis of specimens from the outcrop, six

miles distant to the south, is published in the Geological Survey reports. I am sorry "R. L. R." does not give his authority for the statement he makes respecting the anthracite character of this coal. I might also remind him that the problem of fuel supply in the North-West was long ago solved by the facts ascertained and published by the Geological Survey and by Dr. Dawson on the Boundary Survey, the "discovery" to which "R. L. R." now refers being simply one of the results of the investigations.

The following extract from a letter just received from Mr. W. C. Van Horne, Vice-President of the Canadian Pacific Railway Company, will perhaps tend to confirm the foregoing statements.

"In this connection I beg to express my appreciation of the value of the Geological Survey in the determination of the coal area in the North-West. The accuracy of the survey is well illustrated by our experimental coal shaft at Crowfoot, the results of which exactly corresponded with the information received from Dr. Geo. M. Dawson before the shaft was commenced."

There is no difficulty by proper management in keeping a stove-fire made with the North-West lignite coal alight all night, indeed I am told by persons who have used them that in this respect they are better than some fire-burning eastern coals.

By quoting Dr. Dawson's notes without giving the date of them, it would be supposed the Cascade Mountain anthracite was discovered last summer, whereas it was discovered in the spring of 1883, and the outcrops were visited and examined and specimens collected for assay, both by Dr. Dawson and myself, in the autumn of the same year.

Ottawa.

ALFRED R. C. SELWYN,
Director Geological Survey.

CRUEL MURDER.

A DAKOTA LADY AND HER SON KILLED WITH AN AXE.

GRAND FORKS, D. T., Jan. 31.—News has just been received from St. Rabane, in this county, near Larimore, on the line of the St. P., M. & M. Railway, of the murder of Mrs. C. G. Snell and her little six-year-old boy. She was the wife of Rev. Mr. Snell, who had been absent holding public meetings at Mayville for two weeks. The murder was done with an axe and knife. The woman and boy were found in bed last evening by a neighbor, frozen. The cattle were almost starved. The woman was wounded on the head, as with an axe, and had a knife stab in her throat. A hired man, Geo. Miller, a young man, is missing with the team. Suspicion rests on him, also upon a young man named McCafferty, who was arrested to-day. The object of the double murder is supposed to have been a few hundred dollars in money. There is great excitement, and the cry is "No jury fixes this time." The team was brought here last Monday morning covered with frost and left by a young man supposed to be Miller. He said he was going to Winnipeg. He has not been seen since.

AN IMPRISONED TRAIN—SNOWED-UP FOR A MONTH.

PORTLAND, Oregon, Jan. 2.—The experience of the passengers on the snow-bound train on the Oregon Railway and Navigation Company's road is probably without a parallel in this country. The train became fast in the snow on December 16, and the efforts of more than one thousand men, a score of locomotives, and half a dozen snow-ploughs have been powerless thus far to release it. Snow began falling on the 16th, accompanied by a high wind, and before night the Columbia and Willamette valleys, were completely buried. The west-bound train of the Northern Pacific came along with about 150 passengers on board, and had no great trouble until it reached the Dalles, though the snow was three feet deep. At that point a snow-plough was sent on ahead, and the train followed. After leaving Hood River the plough became stalled when about four miles the other side of Wyeth, and the train was forced to come to a stand. Every able-bodied man on the train took a shovel, and repeated efforts were made to clear the track. The wind was high and the snow dry, and shovelling was found to be useless. Repeated snow-slides from the mountains soon convinced the conductor that there was imminent danger of the train being buried and he backed up to a trestle, which had only just been gained, when a tremendous slide occurred, covering the engines and baggage cars almost out of sight. The snow-storm continued with unabated violence, and the wind, which soon became a hurricane, was intolerably severe. With the locomotives covered, and the track ahead of and behind them buried to a depth of forty feet in snow and ice, it became evident that a long siege was at hand. There was little food on the train, and great consternation prevailed for a time, more especially among the women and children, of whom there were many.

The next morning the conductor sent two train men to Cascade Locks for food. The distance was eleven miles, and the trip in the blinding snow and cutting wind was one of great difficulty. When they arrived at their destination, the men had much trouble in inducing any one to make the return journey with them, but they at length found men willing to undertake the errand, and succeeded in reaching the train the next day at 2 P. M. with several hundred pounds of provisions on toboggans. In the express car were found a lot of jack rabbits, two quarters of beef, and several cases of oysters in cans. These were cooked and served, along with the other rations, each passenger receiving a regular allowance twice a day. After this the railroad company organized expeditions to Cascade Locks every two or three days to carry food to the beleaguered train. The provisions taken were such only as could be packed easily and were carried on poles, a man at each end. The sufferings of these messengers in making the trip were frequently terrible. Several of them were overcome by fatigue and cold, and had to be carried by their companions.

After this had been going on for a few days the

authorities notified the passengers that food could not be furnished for so many in that way, and that all able-bodied men would be expected to abandon the train and set out for Cascade Locks on foot. Twenty-five started the next morning in a driving snow storm, and all made the Locks that evening except four, who had to be left at a farm house. Many suffered from frozen faces, hands and feet. The next morning thirty-five more started, and all made the journey safely, although some of them were in a pitiable condition. The snow was from five to fifty feet in depth, and much of the way the path lay along hill-sides so icy that a misstep would have ended at the river far below. In some places the travellers had to cut holes in the icy crust for their hands and feet, and crawl along with the greatest care. Some other small parties left the train afterward. The women and children wept pitifully when the men left, fearing that they were to be abandoned to starve and freeze; but the assurance of the conductor, that they would be safely guarded by the train hands and the men who were thought not able to make the trip, after a time put them at ease.

Thus, relieved of one half of the passengers, the transportation of food became a less difficult problem. Several times during the last two weeks it was thought that the shovellers and snow-ploughs would be able soon to relieve the train, but just as they appeared to be gaining on the snow and ice a little fresh storm would set in, and then things would be worse than before. The train is surrounded with snow, and the track at that place for about four miles is covered in many localities to a depth of forty feet with solid ice. During the high winds the spray from the numerous falls was blown upon the track, and this, freezing, caused the formation of hills of ice, which could only be removed by blasting.

In the cars the passengers made themselves as comfortable as possible. Thus far there has been no sickness, though there are scores of children aboard, and the opportunities for exercise are necessarily limited. When the coal gave out, the brakemen went out and chopped wood, which was found near by in abundance. Hundreds of men have been working on the track with picks and shovels, and there is now hope that the blockade will soon be raised. It has been found that the only way to make permanent progress without destroying the track is to pick the ice out in chunks and carry them away. At first there was plenty of whiskey and tobacco on the train, but when all the travelling men's samples had been consumed the people who used these luxuries had to do without, for the men who packed provisions to the train refused to be loaded with anything but necessaries. Although the prospect that the train will soon be released is now good, it is not forgotten that things have appeared equally favorable many times before during the past sixteen days. If we have no more storms or severe cold it will not take long to open the road. The passengers on the train are as cheerful as could be expected, but the experience is one which they will never forget.

Most of the men who walked to Cascade Locks

continued on to Portland in parties of ten or twelve, also on foot. The distance is fifty-five miles, and much of the route is very dangerous. Nearly all of them have arrived here in bad condition. A few are laid up at farm houses on the way. One party took the railroad track, and by clinging to the telegraph wires most of the way, the snow being so deep that they could easily reach them, they made the trip without much trouble. The blockade has cost the railroad company about \$5,000 a day for shovelers and ploughs, and has caused an entire suspension of business by the Northern Pacific. Mails now go east by steamer to San Francisco.

INDEPENDENT—NOT VASSAL

The Montreal *Shareholder* is an able and generally a consistent paper; but its issue of the 16th is an exception to the rule as regards the latter commendable feature. On its first editorial page there is a brilliant article headed "The Chief of the Staff," highly eulogistic of Sir John and his Lieutenants, from which we furnish an extract or two in another column. Turning over, however, a couple of pages farther on in the same issue, we find another and a totally different article bearing the caption "Government by Syndicate," in the course of which the men who are lauded so highly in the leading editorial are declared almost in the same breath to have bartered the interest of the country to a syndicate of grasping railway monopolists. We do not believe this latter article represents the convictions of the talented editor of the *Shareholder*; and we shall be quite prepared to learn that it was spirited in the paper by some unfair means. For if the Government have sold themselves to the syndicate, as the writer of the latter article declares they have, the members of the Government are certainly undeserving of the eulogism which they come in for in the first aforementioned editorial.

Just as we are going to press we come across the above in the *St. John News*. The time and space to answer it are therefore necessarily of the briefest. We are unable to recognize that inconsistency which our frontierward friend claims to have detected. We regard the present Government as being on the whole the ablest beyond any comparison that has ever administered the affairs of the Dominion, and its general policy as being highly beneficial to the country. But this recognition of the general beneficence of its administrative action emphatically does not extend to its Canadian Pacific Railway policy as exemplified in its later phases. We regard that, on the contrary as most oppressive to the entire body of taxpayers throughout the country, and as tainted with the grossest and most cruel injustice to the Grand Trunk Railway—a policy immediately and directly productive of such immense and continued financial deficits to that great enterprise as have been tided over at length only by the most consummate management and the highest executive ability. The article, on which our *St. John's* friend comments, found its way into our columns through no underhand or secret means. It is a de-

liberate record of our position on this question—one the entire responsibility of which we accept and from which we are not in the smallest degree likely to recede.—*The Shareholder and Insurance Gazette*.

SIR JOHN IN MONTREAL.

GRAND OVATION—A VERY EXCITING SCENE.

The banquet in honor of the seventieth anniversary of the natal day of the Premier of Canada, Sir John A. Macdonald, G. C. B., which took place at the Windsor last night, was one of the most largely and influentially attended that has taken place for some time. While there were but few present who were not in sympathy with the Conservative party, there were many who are but seldom seen at a political banquet. In all Canada it would be hard to collect such an influential assembly as that which, as early as half-past seven o'clock thronged the corridors and parlors of the Windsor Hotel. At last the doors were opened, and after a crush, admittance was gained to the great dinner hall. Ten long tables extending across it from the raised table of honor on the northern side, and all along the walls hung banners and flags of many colors. Above the centre seats to be occupied by the chairman and the guest of the evening, was a trophy to the honor of the guest. Above all were the arms of Sir A. Macdonald, with his motto "Per Mare, Per Terras," and below this were the words, "1884, Pater Patriae, 1834." Then came two tablets on either side of his portrait, in which were various mottoes. Never before had the dining hall of the Windsor, large as it is, been so taxed for room, never had it seated (within a hundred at least) as many as it held last night. Five hundred and forty tickets were allotted, and fully six hundred must have sat down to dinner.

Sir John said that the Queen had, with gracious words herself invested him with the Grand Cross of the Bath, had with her own hands thrown the ribbands, over his shoulders, with her own hands pinned the star upon his breast (cheers upon cheers). He had been happy to believe that this honor had been shown to Canada as well as to himself (cheers). They felt that it was not John A. Macdonald who was being thus honored, but the man who represented the majority of the people of Canada, and as such he received the title, no matter how unworthy he himself might be (cries of "no, no, no, no"). Sir John here straightened himself up, and, turning to the chairman, said, "Mr. Chairman, I affect no false modesty. To do that would be to doubt your judgment." (Great cheers and laughter). "No matter how confident I may have been of my own defects. I have been forced to accept the judgment of the people of Canada on this matter." (Frantic cheers). It was not necessary, he went on to say, for him to glorify himself. That the chairman had already done, and he was proud to say that this splendid assembly had endorsed these words. "Chairman, I am three score and ten years of age, I have nearly run my course." (Cries of "no, "no," "no, no"). "I hope you are all true prophets, but when a man

reaches that age he must prepare himself to make way for younger men." ("No, no") "Well gentlemen, I intend to stay for a while." (Tumultuous cheering.) You are all good Christians, gentlemen, and how can you be so cruel to your enemies? You know that the Grits say that so long as Sir John is in office they must stay out. How can you be so cruel and treat them so badly? (More cheers) Here I am, sir, strong for my years—(great cheers)—thanks to a kind providence; thanks to the care of a good wife."—*From the Witness.*

RUSSIAN PETROLEUM IN LONDON.

Renewed efforts to introduce Russian petroleum to the London market are reported by the Iron-monger. The question as to whether this oil would be admitted to the London market on the same basis as American petroleum was brought before the Petroleum Association last year by the agents for two Russian companies, but with no success. The Russian agents wish to have their oil admitted to the board on the same footing as the American petroleum and contend that the oil should be analyzed and certified in the same way as American petroleum is tested by the Petroleum Association for flash point, color, and smell. The present rule is that all oil tendered in fulfilment of a contract must be American, and this the agent wishes to have changed so as to make Russian oil available for filling contracts. Whether the Association will consent to this is doubtful; but if the Russian oil is admitted it will mark a new departure in the competition existing between American and Russian petroleum.

EXTRADITION.

Winnipeg *Times*, Jan. 28, 1884:—An Ottawa despatch received yesterday afternoon declares the policy of the Government to be in favor of the most liberal amendments to the present extradition treaty with the United States. It is satisfactory also to know that the Imperial Government is willing to concede to the Dominion any reasonable demands in this respect. According to the despatch, it will be entirely the fault of the Washington Government if a treaty based on common sense principles be not adopted.

The Minister of Justice, who will introduce a bill relating to the subject during the coming session, is said to favor free trade in criminals. This is the position which was taken by the *Times* several months ago. The existing treaty was intended more to protect criminals than to punish them—at least, that has been its general bearing. There are provisions and conditions which make it difficult to secure the surrender of a criminal if he has money or influence enough to make a determined fight. The object in view apparently was, not to make extradition easy, but to surround it with as many difficulties and delays as possible, to the great scandal of justice. All this, it would seem, is to be altered. Sir Alexander Campbell now thinks there is nothing to

warrant the high protection the law of both countries offers to criminals. He holds that a criminal in the United States is a criminal in Canada, and as such becomes a most dangerous resident, whom either country should be glad to get rid of rather than harbor and protect from the punishment he merits. He believes that fugitives from justice should be handed over for punishment without regard to the enormity of the crime, so long as innocent persons are protected from persecution.

Who will say that this is not the common sense way of looking at this question? Between two countries so nearly akin in race, traditions and laws, as the United States and Canada, lying side by side there should be no artificial obstacles put up in the way of the simplest and most expeditious surrender and punishment of the criminals of both countries. We do not want the thieves of St. Paul to take refuge in Winnipeg, nor should the thieves of Winnipeg be suffered to take refuge in St. Paul. Wherever they are, they are offenders against law and enemies to society, and it should be equally in the interests of both countries to have them punished. We would have—if the law were of our making—no elaborate or expensive process in securing their extradition. As already intimated, we would permit the civil officers of either country to follow a criminal into the other, and on evidence which would send him for trial where arrested let him be surrendered.

There is no doubt that crime has been encouraged by the facilities for escape offered by the existing treaty. This is especially true in the case of defaulters, dozens of whom cross the line every week from one country to the other. It is surely time that a stop was put to such wholesale thieving, and it can be most effectually done by bringing them within reach of a practical, common sense extradition treaty, such as we are glad to learn the Canadian Government is prepared to negotiate. If the United States want their Enos and Mandlebaums, here is their chance.

"CREDIT MOBILIER."

As there is a great tendency among railway promoters, contractors and others connected with railway promotion, to form rings, syndicates or contracting companies with the view of "unloading" upon the average shareholder of the road, we shall in a future number give our readers our views upon certain cognate matters which have come specially under our notice in this and the adjoining country. And this we shall do from a sense of the duty which every newspaper man, pamphleteer, or writer should feel in attempting to keep the large institutions and corporations of our country free from the slightest imputation of fraud or dishonesty in their relation to those whom they are virtually associated with as partners and in honor bound to protect.

Judge Wallace of the United States Circuit Court in New York has decided that \$26,000 is "reasonable compensation" for the trustees of a railway mortgage of \$2,600,000.

TOPICS OF THE WEEK.

A Governor-General necessarily brings with him to Canada a fictitious influence on account of his rank. He carries away with him an influence which if not wholly is largely fictitious on account of his supposed experience. His term is short, and though at his receptions and in the course of his official tours he sees many and talks to many, he really converses only with a few, and those either of a Vice-regal way of thinking or under courtly restraint. Yet he deems himself and is naturally considered a special authority on Canadian subjects. When Lord Lorne does us the honor to speak about Canada, his utterances are always quoted and cabled as though they carried more weight and deserved more attention than those of ordinary men ten times better acquainted with the subject. He has probably been enabled, with the best intentions, to do some mischief by stimulating some unsuitable emigration. He now proposes, and he may be taken to represent Canadian feeling in the proposal, that our affairs should be managed by a board of colonists resident in England and advising the Colonial Secretary. The answer to questions of this kind has been given fifty times over. Colonists settled in England, domesticated in London society, and having its prizes before their eyes, would cease to be colonists or fair representatives of colonial interests and sentiments. A board made up of the representatives of different colonies, with widely varying circumstances both commercial and political, would, moreover, have no unity in itself, nor could the representative of any one of the colonies on such a board allow its wishes to be overruled by the vote of the rest. The devotees of Expansion seem to have dreamed and talked themselves into the belief that the Empire is a homogeneous mass instead of being a heterogeneous collection as it is. What is the object of all this gimcrackery? What is it intended to produce? Why is not an Anglo-Saxon community, half as numerous again as England in the time of Elizabeth, and ten times better educated, competent, with the help of the telegraph, to manage its own affairs.—*The Week.*

That British visitors to Canada have been impressed with the excellence of Canadian agricultural implements is evident from the fact that Col. Weatley has proposed to the English Farmers' Club to send a deputation to the Dominion to examine our machinery and report upon the capabilities of such appliances and their cost. Lord Londesborough seconds the motion, and offers, in conjunction with Mr. T. B. Lambert, to contribute towards the expense of the trip.—*Monetary Times.*

"We believe that, as a rule, the probabilities of emigrants getting on are in favor of British Colonies. . . . The immense reach of fertile and unoccupied land awaiting the plough, between Red River and the Rocky Mountains, ought to be sufficiently inviting to all Welsh as well as English subjects seeking a home abroad."—*Daily Telegraph.*

THE RAILWAYS OF EUROPE.

The total length of European railways at the end of 1883 was 113,577 miles, against 110,618 miles at the close of 1882 which shows an increase during the past year of 2,959 miles. The length of the railways of the various countries at the beginning of this year was as follows:

	Miles.
Germany	22,262.34
Great Britain and Ireland.....	18,710.98
France.....	18,406.56
Russia.....	15,568.82
Austria.....	12,827.00
Italy.....	5,860.86
Spain	5,115.62
Sweden and Norway.....	4,946.36
Belgium.....	2,646.76
Switzerland	1,706.24
Holland and Luxemburg.....	1,554.36
Denmark.....	1,116.00
Romania.....	940.54
Portugal.....	926.28
Turkey, Bulgaria and Roumalia.....	864.28
Greece.....	13.64
Total.....	113,576.56

There were in the United States 120,552 miles of railroad according to the last edition of "Poor's Manual."

TO OUR READERS.

Knowing that many defects in the first issue of this "Monthly" must be made apparent on a critical review of it, we desire to say that the first publication has been attended with many difficulties. This must be our apology for all shortcomings. In future, when we have settled down to work, we propose to do better; and trust that our improvement from month to month will be in character with the progress and development of the country. (EDITOR.)

Captain Willard Glazier of the United States Navy, has communicated to the English Royal Geographical Society his discovery of the true source of the Mississippi. This has long been a vexed question, and in June, 1881, Captain Glazier organized and led an expedition with the object of finally settling the matter. The expedition proceeded in canoes *via* Leech Lake to Lake Itasca, and accompanied by an old Indian guide, pushed forward to the south, and the captain was rewarded by the discovery of another lake of considerable size, which proved to be without the shadow of a doubt, the true source of the Mississippi. It is in lat. 47 deg. 13 min. 25 sec., and the lake is three feet above Lake Itasca, the hitherto supposed source of the river. The Mississippi may, therefore be said to originate in any latitude 1,588ft. above the Atlantic ocean, and its length, taking former *data* as the basis, may be placed at 3,184 miles. The tract of country in which the river originates is a remote and unfrequented region.

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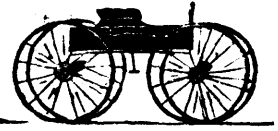
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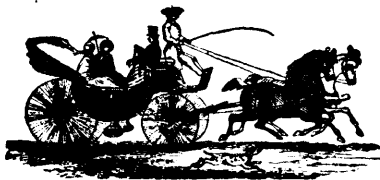
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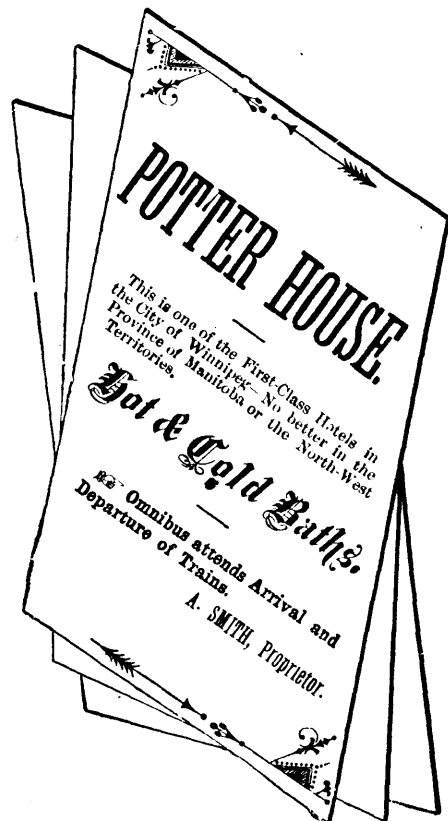
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GENERAL NOTES.

The *Pioneer Press* estimates that 60,000 foreign immigrants settled in the territory tributary to St Paul and Minneapolis during 1884. A large percentage of these were Scandinavians and Germans.

In his annual report just published, Mr. Nimmo, chief of the national bureau of statistics, shows that the average rate of freight charged on the railroads of the United States during 1883 was less than half the average rate charged 1868.

During the four months ending Dec 31, '84, the export of wheat from Russia amounted to 17,000,000 bushels against 24,000,000 bushels for the corresponding months in 1883. The present stocks in Russia are fair, but not heavy.

Canada has really an addition to first-class journalism in *The Week*. It is able, high-toned, and independent, discusses politics and literature from a dignified standpoint, and provides reading which is alike stimulative to thoughtful people, and entertaining and instructive to the family circle,—*Boston Evening Gazette*.

In 1878, when at Berlin during the Congress, a Berliner of high station invited me to drive in an open carriage in the Thiergarten. On the way, turning round, he saw another carriage behind us. He immediately bent forward to his coachman and told him to move to the side. The coachman did so, and waited. The carriage behind passed us. My friend saluted its occupant, who returned his salute very graciously, and our carriage went forward again. "It is the Prince von—," said my friend. "But why did you stop your carriage?" He looked at me with an air of astonishment. "Why, to allow the Prince's carriage to pass," said he. After a few moments of silence he asked me what I was thinking about. "I am thinking," I replied "that for the first time in my life I should like to stand up and shout *Vive la Republique*."—*Correspondent of Times*.

Mr. Trow, M. P. in his pamphlet says:—

"What a prospect do those prairies open up to the teeming millions of Europe; the hardy Highland cotter, dragging out a miserable existence, allowed by sufferance the privilege of cultivating a barren corner of his landlord's estate; the English or the Irish tenant farmer, paying enough annually in poor rates and taxes to purchase him a farm in Manitoba; the farm laborer and female servants, slaving away their lives for a scanty pittance, scarcely enough to keep soul and body together; all may, if located upon these fertile and productive lands, in a few years, by steady and industrious habits, succeed in procuring a competency for themselves and families. We do not expect that every settler will become wealthy in a new country; some would languish if placed in the Garden of Eden; but we do say that all may, by industry, thrift and economy, prosper. All the Canadian settlers, to my knowledge, in this neighborhood and throughout the Province have done well and have good prospects of success."

How great Mr. Gladstone is we shall never really know until he is gone. At present he is not so much appreciated as idolized. No man ever had so deep, so powerful a hold upon the imagination of the people as the Prime Minister has to-day. When he travels about the country, his journeys are more than royal processions. Crowds wait at every railway station to clamor for a passing word, and a hundred newspapers give precedence to reports of his way-side talk over news of the fall of Ministries or the fate of campaigns. In the popular imagination he has undergone an apotheosis not unlike that which in the mind of the Russian peasant takes place on the coronation of the Czar. He is the only statesman who at once kindles the imagination, informs the understanding, and commands the enthusiasm of the people. Without him to praise or to abuse, English politics would lose half their zest. He is the great dominant personality of our nation. If anything goes wrong the people do not blame him but charitably lament the shortcomings of his colleagues. "If only Mr. Gladstone would take it in hand," is the cry of the masses whenever a difficulty insuperable by ordinary mortals overtakes the State, "and more power to his elbow" is the popular panacea for all the ills of the body politic. It is strange to witness the revival of the old kingship as the first-fruits of English democracy, and it is well that the first monarch of the new line should bear a character as lofty as that of Mr. Gladstone.—*Pall Mall Gazette*.

His Grace Archbishop Taché of St. Boniface, after a residence of many years in Manitoba, says:—

"The coal fields which cross the different branches of the Saskatchewan are a great source of wealth, and favor the settlement of the valley in which nature has multiplied picturesque scenery that challenges comparison with the most remarkable of its kind in the world. I can understand the exclusive attachment of the children of the Saskatchewan for their native place. Having crossed the desert, and having come to so great a distance from civilized countries, which are occasionally supposed to have a monopoly of good things, one is surprised to find in the extreme West so extensive and so beautiful a region. The Author of the Universe has been pleased to spread out by the side of the grand and wild beauties of the Rocky Mountains, the captivating pleasure grounds of the plains of the Saskatchewan.

The opposition to the appointment of a national board of railway commissioners was quite marked in the recent discussion of the Reagan bill in the house of representatives. A number of the members had no desire to have the problem of interstate commerce investigated and reported upon by competent men. It was doubtless an instinct of self-defence which prompted them—as they could not hold the views enunciated in their speeches, if any considerable amount of actual knowledge of the subject should be forced upon them. Facts would disturb their theories and therefore they prefer not to meddle with facts.—*Railway Age*.

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THE GOOD TIME COMING.

Henry Clews, the banker, broker and grain dealer, says the present year will be one of general reviving confidence, enterprise and activity in stocks and products, which will extend to every line of business on the American continent, and vim will soon supersede lethargy from one ocean to the other.—*Railway Age.*

A MINER'S LUCK.

The death of Peter Whyte recalls the strange story of the founding of Victoria, Australia. In an Australian mining camp at one of the tents sat four men—June 10, 1858—talking earnestly of their future and bemoaning the past. For several months these four men had worked together in the same claim, sometimes getting barely sufficient for daily wants, sometimes not even that. For several weeks, indeed, they had labored without any result. After a long discussion they decided to abandon the claim. Down in the mine the three looked gloomily around, with a kind of sulky regret at having to leave a scene of so much useless toil. "Good-bye," said one, "I'll give you a farewell blow," and raising his pick he struck the quartz, making splinters fly in all directions. His practised eye caught a glittering speck on one of the bits at his feet. He examined it and the place he had struck, when, with a loud exclamation, he knelt and satisfied himself that it was gold. He then commenced picking vigorously. His mates caught the meaning and followed his example. In dead silence they worked on—they had discovered a monster nugget. Then a wild,

glad shout sounded in the ears of the man at the windlass, who had sunk in a half doze, feeling probably the want of his breakfast. To his enquiry, "What is going on?" the cry came, "Wind up," and as he did there arose to the surface a huge mass of virgin gold. When fully exposed to view the men were almost insane with joy. After watching it through the day and live-long night they had it conveyed in safety to the bank. It was named "The Welcome Stranger," and yielded the fortunate discoverers of it \$30,000. On the site of that spot the forest and the scrub have disappeared and their place is occupied by the finest city on the celebrated gold field of Victoria.—*Philadelphia News.*

Ten men have been arrested at Odessa, Mo., as members of a gang who have been carrying on a systematic course of freight car robberies in that vicinity. It is estimated that the Chicago & Alton has suffered \$20,000 loss through their operations during the past few months.

Canadian Pacific and Montreal, Portland and Boston.—The first-named company obtained a judgment, January 20, at Montreal, for \$1,500,000 against the latter corporation, for money advanced. The *Boston Traveller* says that this is understood to be the first step of the plaintiffs in taking over the road as an outlet for the Pacific to the American seaboard in the winter. The road has never paid its way, and is deeply in debt in the United States and Canada. It was formerly controlled by Hon. Bradley Barlow, of Vermont, but, since his disastrous failure a year ago, the Canadian Pacific has held it under order of the Court.

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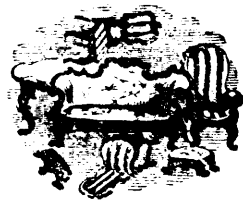
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Payments may be made in full at time of purchase, or in six annual instalments. Land Grant Bonds can be had from the Bank of Montreal or any of its Agencies and will be accepted at 10 per cent. premium on their par value, and accrued interest.

Maps showing the Townships open for free entry under the Government Regulations, and homesteads already taken therein, can be seen at the office of the Company at Winnipeg.

The Land Department have Agents stationed at the principal towns along the Main Line, who will furnish particulars as to lands for sale in their Districts.

Local Land Agents are not authorized to receive or receipt for any monies in behalf of the Company, or to bind the Company by any agreements or acts whatsoever. Parties purchasing can remit by Express from any Express Office on the C. P. R. at the Company's expense to the Land Commissioner at Winnipeg.

For further particulars, and also for Folders, Sectional Maps, Pamphlets and Guide Books, apply in person or by letter to CHARLES DRINKWATER Secretary C. P. R. Co., Montreal; to ALEXANDER BEGG, General Immigration Agent of the Company, 88 Cannon St., London, England; and to the undersigned, to whom all applications as to Prices, Rebates, and the purchase of land generally, should be addressed.

J. H. McTAVISH,

LAND COMMISSIONER C. P. R. Co., WINNIPEG.

Many of our readers may recollect the late efforts of some prominent men and newspapers to depreciate the territory along the line of the C. P. R. Company between Moosejaw and Calgary, even going so far as to assert that this large tract of land was entirely unfit for cultivation. In order to prove how utterly at variance with the facts such assertions were, the Company conceived the idea of establishing farms at various points to test the agricultural capabilities of the district. This work was carried out under the immediate supervision of Mr. McTavish, the able and well-known Land Commissioner of the C. P. R. A special train left Winnipeg on the 12th Oct, 1883, conveying teams, men and outfit necessary for the establishment of these experimental farms. During the autumn of 1883 land was broken at ten different places, the nearest farm being 443 miles west of Winnipeg and the most westerly being in sight of the Rockies. At first it had not been the intention to raise crops during the season of 1884, but afterwards it was considered advisable, in view of the reiterated statements that this section of the country was unfit for settlement, to run the risk of imperfect cultivation rather than leave the important question unsolved for another season. Having regard to the date at which the breaking was done it need hardly be said that the sod had no chance to rot, and the land when spring seeding commenced was practically in the same condition as when left in the fall, so that a proper seed bed could not be obtained. Yet notwithstanding this fact, and many other adverse circumstances, the subjoined average per acre of all the farms will show how groundless were the attacks of those who endeavored to decry these lands of the C.P.R. Average yield per acre: Wheat 21½ bush.; Oats 44½; Barley 23½; Peas 12½.

Views on the country expressed by Sir Richard Temple, a prominent member of the British Association for the Advancement of Science:

"Almost everywhere they saw rich soil. Most of them had expected that they would find tracts of arid waste, or that if they saw rich soil it would be largely interspersed with specimens of gravel, rock, and soil not suitable for cultivation; but this idea proved to be entirely false, for he declared without exaggeration that on the whole way from Winnipeg to the foot of the Rockies there was hardly a foot of ground that did not seem to be capable of being turned to human use. Estimating the distance to the foot of the Rockies at a thousand miles, there was for this distance one unbroken area of land more or less fertile and capable of being turned to the advantage of man. Cereals were grown upon many farms exclusively; some of the greatest farms in the country were wheat farms almost entirely. They saw in many parts of the country specimens or exhibits of the products of the farm. The C. P. R. Company had set a very excellent example by having model or pattern farms close along the line of railway, to show what the country was capable of producing. In inspecting these, while they find nothing to equal the monster cabbages shown at the exhibition here, yet they saw good turnips and potatoes. They had heard in England that there would be great difficulty in growing wheat at the altitude of this country, it being too high above the sea, but this idea was entirely falsified by what they saw, for, wheat grew well 2,000 feet above the sea; at Calgary at 3,000 feet; and at Padmore 3,500 feet. Hence there was nothing in the altitude of this country to prevent wheat being grown on an immense scale."

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Application is to be made to Parliament for the incorporation of the Rush Lake and Saskatchewan Railway and Navigation Company, to run from a point on the Canadian Pacific Railway near Rush Lake north to the South Saskatchewan. Also for a charter for the Portage la Prairie & Lake of the Woods Navigation Company, from Portage la Prairie to a point on Lake of the Woods, in Manitoba. Also for a charter to the West Ontario Pacific Railway, from Lake St. Clair, between Sarnia and Court-right, to a point on Lake Erie, in Elgin County. For a charter for the Rocky Lake & Souris & Brandon Railway, from a point at or near the International boundary near Rock Lake, northwest to Brandon. And for a charter for a company to construct a telegraph line between Calgary and Fort McLeod.—*The Monetary Times.*

England paid \$25,000,000 last year to foreigners for cheese.

The joint use or ownership by the Grand Trunk and the Canadian Pacific Railway Companies of the North Shore Railway does not seem likely soon to be brought about. It appears that before the transfer of the North Shore Railway by the Quebec Government to the Grand Trunk Company, the Canadian Pacific Company obtained the right of sending through passengers and freight traffic over the road, and that the agreement was made binding on the assigns of the Government. Still there does not appear to be any prospect of the two Companies working together in the joint use of the line. The Canadian Pacific will scarcely feel itself safe without a line over this section entirely under its control.—*The Monetary Times.*

A SNOW SHOE TRAMP

A snow shoe tramp to-night! It was in the reading room of the Queen's Hotel, where for want of a better occupation I was studying the faces of all who entered and contrasting them and their hurried movements with those of the people of the clime I had so lately left, that I overheard a few words passed relative to a tramp the snow shoers would have that evening. The contrast was so forcible between the idea thus suggested and the eager worried faces of those I had encountered since coming to the city; men whose whole mind seemed occupied by business, who could only find time for a hurried nod to their acquaintances, when they met, and stopped merely to converse on business topics, that it was difficult at first to believe that they could spare a moment for recreation, but on thoughts, the old adage, *mens sana in corpore sano* forcibly presented itself to my mind, as being the probable means by which the inhabitants of Winnipeg recruited their mental energy, and I felt a strong desire to see them enjoying themselves. Snow shoeing and Lacrosse are exceedingly Canadian, and having read of and heard so much of these sports, I determined that if it could possibly be managed, I would see the tramp of which I had just heard. To determine with me is generally to act, and before many hours had elapsed I had made the acquaintance of several of the chief spirits of the Snow Shoe Club, and having received their good will by joining them in a libation to the God Bacchus, they promised I should see as much of the tramp as it was possible for me to do without being a snow shoer.

The hour having arrived, three of my new friends, who had dined with me, left for a few moments to exchange their customary garb for the more picturesque habiliments of their club, and we then started for the rendezvous. Fine manly fellows seemed my companions as clothed in their fleecy blanket capes, and knickerbockers, they accompanied me down Main street towards the Hudson Bay Store, and as I recalled the stories I had read of the old trappers, it seemed as if a page from some book of Canadian adventure, had suddenly come to life. On arriving at the rendezvous, the scene that presented itself to the eye was a picture worthy of a painter's skill. On one side the pale moonbeams flooding upon the pillared surface of the Cauchon block, on the other the Hudson Bay building showed itself in majestic grandeur, its spreading sides conveying the idea of massiveness and solidity, while all around scattered in groups, were some thirty or forty snow shoers, in their picturesque garments. But a few moments, however, were given to me to enjoy the scene before a start was called, down to the Assiniboine which, bound in the icy chains of winter, lay "in silence deep as death;" a vivid contrast to the noisy murmuring of its waters in the summer time; over the river, ere this every member of the band had donned his shoes and the tramp had really commenced, and very difficult I found it to keep up with them in the march over the deep snow. It is a regular Manitoba winter evening, not a cloud dimming the surface of the heavens, not a vestige of a breeze sweeping through the crisp,

chill atmosphere, and all is silent around. But I am fast growing exhausted, ploughing through heavy snow requires great exertion at any time, but when you have to keep up with fellows who skim as lightly over the surface as an Albatross over the ocean, it is impossible to sustain the task for any great length of time, so I am forced to drop out, amid many cries, of "au revoir," "remember Beaugard's," and other friendly greetings. Though I drop out I do not yet turn my steps, but, leaning against a tree, of which there are many gaunt and bare along the river bank, watch the snow shoers, till rapidly receding from my view they are lost to sight in the dim distance. A scene so weird and picturesque as they presented could hardly be found in any land but Canada. The long, irregular line of white-robed-figures, gliding over the shimmering snow, under a night whose brightness I have never seen surpassed, where every star shone out with a clear, lustrous effulgence that changed the snow crystals into radiant jewels and covered the prairie with a carpet of glittering diamonds, seemed more like an illustration of some of Shelley's imaginings than an actual phase of our every day existence. The snow shoers being out of sight wending the way to Armstrong's Point, whence they make a detour and crossing the Red River head for Beaugard's, a hotel in St. Boniface, I silently retrace my steps across the Assiniboine, then down Broadway, across the Red River, and soon find myself in a snug parlor at Beaugard's awaiting my friends' arrival, and I have not long to await; before the cigar that I lit on entering is finished, the cheerful shouts of the snow shoers outside, announce the conclusion of the tramp. Then to supper which awaits us, and after we have done ample justice to mine host's efforts, the tables are cleared and we prepare for fun. First of all there are two new members to be initiated or bounced, which is done in a manner at once novel and ingenious, and though at first sight one would imagine it to be a proceeding, dangerous both to bouncers and to bounced, so great was the skill and proficiency displayed by the bouncers that all fears were soon allayed. The members of the club form in double line facing one another with their hands crossed at the wrists grasping the wrists of their vis-a-vis. The victim is seized and thrown upon this living cradle, one, two, three, and away goes the unfortunate wight on a voyage to the ceiling amid the laughter of all present, down he comes with a thud, adroitly caught in the extended arms of the moving lines, but there is no rest for him yet, and the next moment he is spinning upwards again. For some minutes this little game is kept up after which the victim is seated breathless upon a chair, while a fresh one undergoes the same ordeal. After this, there being no more to be bounced, some of the members don the gloves, and as many of them are proficient in the manly art some very pretty sparring is seen. A few songs and some music concluded the evening, and leaving Beaugard's we recrossed the river, where, breaking up we go on our several ways home, and as I bid adieu to my new friends, I resolved that I too will master the art of snow shoeing and join the Club.

PEREGRINE.

DEPRESSION IN TRADE.

Complaints of want of employment are becoming very general amongst the laboring classes in Ashford, Kent, and the agricultural districts surrounding it. Laborers with families state that they have not been able to get work for more than an hour or two for the past month. Farmers are discharging not only indifferent laborers, but steady married men, some of whom have been in their service for a considerable number of years.

A short time since Sir M. Hicks-Beach addressed the laborers working on or near his estate at Netheravon, and he warned them against listening to the advice of agitators. This week the laborers have held another meeting, at which the speakers have been two officers of the National Agricultural Laborers' Union. Sir Michael told the laborers they ought to be satisfied with their 12s. a week, it had as much value as the wages of the town artisan to him. This the speakers criticised.

Owing to the depression in the engineering trade a large number of men were discharged on Saturday from the works of Messrs. J. Penn and Sons at Greenwich. The firm have greatly reduced their staff lately, and the hands retained have been working short time. A special levy will be made by the Amalgamated Society of Engineers to meet the distress in the trade.

The committee of the Hull East District Relief Fund appeal to the charitable on behalf of 2,000 people in a state of starvation, and dependent, not only for food, but also for clothing; they have parted with furniture and everything to keep the wolf from the door. Women and children have been seen to gather bread from swill-tubs, and eat it. Children are without even rags to cover them, and newly-born babes are found wrapped in the mother's dress. The committee, which represents all creeds—relief being entirely unsectarian—has at this moment 1,500 families on their visitors' lists, to whom they give three quarts of soup and three 4-lb. loaves each a week. Almost half the destitute of the town live in their district. Subscriptions, which will be thankfully received, can be sent to Messrs. Samuel Smith Brothers, bankers, Hull.—*Daily Standard*.

Canada is to-day the only point from which Great Britain can draw any large quantity of choice well-bred cattle entirely free from disease. We firmly believe that the Canadian cattle trade has a great future before it, and the only thing that requires to be placed on a different basis is the accommodation on board ship and the doing away with fluctuating freights.—*Canadian Breeder*.

The proposition to build a railway connecting the lower and upper Congo, and thus secure easy transportation past the falls of that river, has been strongly supported by Henry M. Stanley in a speech before the Congo conference, and it is said to be regarded with much favor by the members of that body.—*Railway Age*.

NAIRN'S OAT MEAL MILL.

Nairn's oat meal mill in Winnipeg is now in operation. It is the most extensive and complete mill of the kind in the Province, says the *Free Press*, and an important addition to the industries of Winnipeg. The cost of the building and machinery has been about \$15,005. The building is 50x50 feet and has four stories including the basement. The engine is of sixty horse-power, and is from the establishment of Inglis & Hunter, Toronto, who have also supplied part of the machinery, other portions being imported from Scotland. The boiler is supplied with water from a well sunk to a depth of ninety-nine feet. The building is heated with steam, pipes being placed all through it at considerable expense.

We may congratulate Mr. Inderwick, Q. C., M. P., upon the success of his first appearance as a lecturer. The learned gentleman has just returned from the Far West, having, in company with his wife, visited a son who is settled at Manitoba. On Wednesday he gave an account of his trip to his constituents at Rye, whom he informed that he had acquired an estate of one hundred thousand acres, known as North Fork Ranche. It is almost entirely pasture-land.—*London World*,

Senator Sutherland, of Manitoba, testified before a House of Commons Committee:—

"From my long experience there, and from what I have seen in other Provinces, I have come to the conclusion that the soil, climate and other natural advantages of Manitoba are conducive to successful farming, and that a poor man can more easily make a living there than in other parts of the Dominion."

Winnipeg Siftings, 24 Jan., '85:—If the Government of this Province, and that of the Dominion wish to successfully compete with American land and railway agents for emigration from Europe they must be prepared to advertise the advantages of Canada and the North-West in a more liberal spirit. To-day the C. P. R. officials are about the only emigration agents that Canada has. Both the Provincial and Dominion Governments seem to have gone to sleep. On the other hand, every railway company almost in the United States is spending annually thousands of dollars in representing the advantages they have to offer and misrepresenting Canada. American agents swarm all over Great Britain and Europe, ever ready to give advice, and the amount of literature distributed gratis must amount annually to thousands of dollars. It pays in the long run. Why cannot Canada do something like this? Until it does seven-eighths of the emigrants will settle in the States. A judicious, and at the same time liberal expenditure of the public money, backed by an expenditure from such rich corporations as the Hudson's Bay Company, and others, would result in a large emigration here. Until it is done we may content ourselves with being left.

OUR COUNTRY.

FACTS ABOUT THE NORTH-WEST—THE BEST COUNTRY IN THE WORLD.

A public meeting under the auspices of the Canadian North-West Land Company (Limited), was held in the United Presbyterian Synod Hall, Edinburgh, last night, for the purpose of hearing addresses on "The Capabilities and Resources of Manitoba and the North-West Provinces of the Dominion of Canada." There was a large attendance, the building being nearly filled. Sir George Warrender, of Lochend, Bart., chairman of the Company, presided, and was accompanied to the platform by the Earl of Mar and Kellie, Lord Provost Sir George Harrison, Sir John Kinloch, Mr. J. M. Aikins, Q. C., Winnipeg; Professor Ramsay, Glasgow; the Rev. D. MacGregor, Professor MacPherson, Colonel Davidson, Mr. James Haldane, C. A.; Mr. Alexander Henderson, of Stenhouse, Mr. Lewis Bilton, W. S.; Mr. John Wilson, Mr. F. Faithful Begg, Mr. W. J. Menzies, W. S.; Mr. Hugh Wright, of Alticry, Mr. Peacock Edwards, managing director of the company, and others.

The chairman, in opening the proceedings, said there were two kindred subjects which were at present occupying the minds of thinkers in Great Britain. These were, first, "Our relations with the splendid colonies of this vast Empire;" and second, "The means afforded by these colonies for the relief of a too redundant population at home by emigration." He would say nothing of the first, as they were met together to consider the second as associated with Canada, and in the belief that it was in the interests of all that British emigration should go to British colonies. (Applause.) Within the last few years the energetic Government of Canada had opened up regions of almost boundless extent and unsurpassed fertility, which within this generation were the home of only the Red Indian, the hardy trapper, the buffalo, the bear, and the beaver. The fertility of these regions was demonstrated to the Scottish public by the cereals, grasses, and roots, grown without any fertilising agents except those contained in the soil itself, which were now being exhibited in Edinburgh under the auspices of the Canadian North-West Land Company. (Applause.) Alluding to the speakers of the evening, and mentioning that Professor Ramsay had taken an opportunity of visiting the crofters from the West Highlands, now settled on free grants of land in Manitoba, the chairman said it must be most gratifying and encouraging to Lady Gordon Cathcart to read the testimony borne by the professor to the success of her benevolent experiment. (Applause.) Free Government lands, he continued, in the most favorable localities were being rapidly taken up, but free homesteads were still to be had. The Canadian North-West Land Company itself possessed some 2,000,000 acres of selected lands in Manitoba and Assiniboia, and had an organization both here and at Winnipeg for conducting its affairs, and the Company was now able and ready to afford every information, advice, and facilities to such farmers or young

men with small capital, or, as before, to Highland crofters desirous of going to take up homesteads in the Northwest. (Applause.)

Dr. MacGregor remarked that all he said two years ago about the fertility of the land in the Canadian North-West had been more than borne out. After a reference to the climate, he said the young were those who should go out—persons used to agriculture. The settler who intended farming his own land should have at least £125 clear capital on his arrival, and it would be better if he had more. Going on to deal with the practical matter of emigration, he asked, how was the poor man in this country to get there? (Applause.) There were multitudes of people in this and other countries, he said, who were precluded from taking advantage of the splendid opportunities which the Dominion Government held out to them, for the simple reason that they were utterly unable to pay the expenses of emigration. The only remedy, he thought, was voluntarily to assist the transference of unutilized labor to lands where labor was in great demand. Where the means of emigration were almost or altogether wanting, it was the duty of the Government of this country to intervene, and by some wisely-considered scheme to accomplish a work of Imperial necessity, a work which private benevolence was unable to do, and colonization companies were not likely to undertake. He believed it would and must come to that in the long run. (Applause.) Let it be borne in mind, he added, in conclusion, that the colonization of the North-West had ceased to be a problem, and was at the present time in process of becoming an accomplished fact. What was wanted here, as elsewhere, was more light all around, and a far more accurate knowledge, especially among the working classes as to what our colonies really were. (Applause.)

Professor Ramsay, referring to those whom Lady Gordon Cathcart had so generously assisted to a new life in Canada, and others, said he had found them all prosperous and contented with their lot, especially those who had been out for a whole year, or rather eighteen months. As to the climate, one and all had spoken of the immense superiority of the climate in winter to that of this country in consequence of the absence of damp. (Hear, hear.) These cases, however, they might feel to be exceptional cases; but there was another side to the picture. It might very well be that the crofters would succeed, and that the poor who went forth from the alleys and dens of our cities might be entirely unable to hold their own. (A voice, "Question.") He thought it was very much to the question. (Hear, hear.) He was offering to show what was the lot attending the emigration of different classes of colonists to Canada. Besides crofter-colonists, there had been planted last year a colony, in the north-west of Canada, of emigrants from the densest part of London, assisted by a number of philanthropic persons in London. A set of people less likely to do as farmers could not be conceived, yet, although there had been many difficulties to overcome, he had no doubt it might

be said of the whole lot that they were doing well. (Applause)

Mr. Aikins, a Manitoban of some seven years' standing, alluded to the condition of the country, and stated that down in South-Western Manitoba there were millions of acres of land, better than which the sun never shone on, only waiting to be tickled by the plough to bring forth plentiful harvests. The best evidence, however, that Manitoba was the proper place for emigration was that the people in the province were those who succeeded, and were succeeding. (Applause.) They wanted experienced, persevering men in the province, who could adapt themselves to the country. (Applause.)—*Edinburgh Scotsman, Jan. 7.*

RAILWAYS.

In his recent report Mr. W. H. Armstrong, United States Commissioner of Railways, dwells at some length upon the best method of providing for the payment by the Union Pacific of its indebtedness to the government. The total amount due June 30, 1884, was as follows:

Due from Union Pacific	\$50,142,090
Due from Central Pacific.....	46,557,045
Due from Sioux City & Pacific.....	3,059,178
Due from Central Branch Union Pacific...	3,076,480

Total.....\$102,824,792

On that date the sinking funds of the Union and Central Pacific companies held by the treasurer of the United States under the act of May 7, 1879, amounted to \$6,084,099, the Union Pacific having to its credit \$3,435,576 and the Central Pacific \$2,648,523.

Mr. Armstrong also shows that the total indebtedness at the maturity of the subsidy bonds, supposing that to be in 1898, will be, including the first mortgage debt, about \$193,000,000. He advocates the funding of the present indebtedness and a reasonable extension of the time of its payment in fixed amounts, with the application to such payment of all earnings for government service over all lines, aided and non-aided, owned, leased or operated by such companies respectively.

Should the debt be funded, as proposed, Mr. Armstrong believes that each semi-annual instalment of the principle would be so nearly paid by the current earnings for government transportation—if with the consent of the companies the whole may be so applied—that the balance, if any, could be easily paid out of the general earnings, and that under such circumstances it would be clearly in the interests of the companies to pay.—*Railway Age.*

Senator Vance having proposed to insert a provision in the interstate commerce bill now before the Senate, making it unlawful for railways to charge small shippers higher rates than large ones, Senator Brown moved to amend by adding following clause:

No merchant shall sell a larger package of goods at a smaller per cent than he charges for a smaller package of goods of like quality, if the goods have been produced in or transported from another State,

so as to fall within the power of Congress to regulate interstate commerce.

Some of the Senators seemed to regard this as of the nature of a joke—but we respectfully suggest that if they will show why Senator Brown's proposition is not both of the same nature and precisely as reasonable and just as Senator Vance's, they will receive the thanks of many inquiring minds throughout the country.—*Railway Age.*

The Chicago *Inter-Ocean* of January 10, contained an article on "The Railroad Problem" which has evidently been prepared with great care and presents an array of indisputable facts which, of themselves, should put an end to all idea of compelling, by legislation or by the edict of the railway commissioners, the railways of Illinois to reduce their rates. The article referred to shows by tables compiled from the books of the Chicago, Burlington & Quincy railway that there has been a reduction in the rates of all farm products since 1873 of from 40 to 50 per cent. This great reduction has been made in the case of short as well as long hauls. In the case of wheat, the price of that staple in 1884 was 15 per cent less than in 1873, while the falling off in the cost of transporting it has been from 40 to 50 per cent. The same is true to a greater or lesser degree of other products and of merchandise. The article concludes as follows:

In view of these facts, what more can the honest producer want? The railroads have obligations which must be promptly met or loss of property will ensue. The railroad management of the west has always been careful of the interests of their patrons. They have pursued no short-sighted policy in order to temporarily increase their revenues, but recognizing that their interests are identical with those of the country through which they run, the most liberal measures consistent with fairness to stockholders have been adopted. The fact that the earnings of none of the railroads in the west are an adequate return for the money invested is the best evidence that rates are not extortionate, and the steady reduction in these rates in the past is a high tribute to the wisdom and fairmindedness of the men who have in charge the transportation interests of the country.—*Railway Age.*

Lord Milton, after a lengthened visit to this country, said:

"As an agricultural country its advantages can hardly be overrated. The climate is milder than that of the same portion of Canada which lies within the same latitudes, whilst the soil is at least equal, if not of greater fertility. Coal of good sound quality is abundant in the Saskatchewan, Battle, Pembina and other rivers. In some places the beds are of enormous thickness, and may be worked without sinking, as it often crops out along the river banks. Cereals of almost every description flourish even under the rude cultivation of the Half-breeds. The same may be said of all the roots which are ordinarily grown in England, Canada or the Northern States of America."

AGRICULTURE.

DAKOTA'S CHARMS.

The following, which is taken from the St. Vincent, Minnesota *New Era* may afford some consolation to those Manitobans who think they are badly off:—

“On Tuesday night we saw a sight upon our streets that, with little variation can be witnessed here any day. A number of our best farmers were in town, men we have known since they settled here, and know them to be ober, hard-working, intelligent, honest men. They had their wagons loaded with wheat and the prices they were offered ranged between 27 and 37 cts. per bushel, mostly 27 cents. After taking out the cost of threshing and twine, they were paid less for their wheat than the railway charges are for drawing it to market. Some took their wheat to Traill's mill and traded it off for flour. Some took it to Emerson, Manitoba, and paid the duty and sold it there; others took it home again, and a few, disheartened sold their loads for what they could get, not what it was worth, and all felt like cursing the country and getting out of it.”

MANITOBA WHEAT.

In the course of his investigations as to our Western wheat products, a *Star* reporter to-day met a member of the firm of Ogilvie & Co., the representative milling men of the Dominion, and obtained some particulars as to their operations in Manitoba wheat the past season. The firm bought at their Winnipeg mills alone on the new crop beginning 1st September, up to date, 200,000 bushels. They purchased in Manitoba and shipped from Port Arthur for their Ontario and Montreal mills, from the 1st of October to date, six hundred thousand bushels. Last year they shipped out of Port Arthur only one cargo of 27,000 bushels before the close of navigation, the marvellous difference being due to the great development of Manitoba as a wheat growing province. The difference in the price paid in the States, especially in Minnesota and Dakota, States immediately bordering on Manitoba, is especially worthy of notice. Mr. Ogilvie showed the reporter a letter, dated November 1st, from the manager of the Winnipeg office, which read as follows:

“A farmer from Hamilton, Dakota, called at our office yesterday and wanted to sell us his wheat, delivered at our Gretna (Manitoba) elevator. He said all he could get for his wheat was 47 cents, No. 1 hard, at his station, while we were paying 56 cents; and all he could get for No. 1 regular was 42 cents, when we were paying 51 cents. He went away saying that the farmers of Minnesota and Dakota would be well satisfied this year if they could get the same price for wheat that was being paid in Manitoba. The daily receipts of wheat at the company's elevators in Manitoba and the North-West amount to from 27,000 up to 30,000 bushels per day.”

These facts were interesting for the Immigrant at a time when American immigration and railway agents swarm in the country, representing the superiority of the United States as the home for the European immigrant farmer and the place where alone he can realize a fair market for his wheat.

EXTRACT OF A LETTER.

From George Edmison, Esq., Barrister, &c., Peterboro', to J. Montague Leet, Esq.

PETERBOROUGH, Sept. 25th, 1884.

“And if you can succeed in getting the parties interested in the development of the North-West to act with you (I mean the Corporations and Governments) I firmly believe your scheme would do more towards settling our North-West than any, or in fact all the other schemes which have been tried, and it would certainly do a great deal towards preventing emigration from the Eastern Provinces to the Western States, and directing such emigration to our own eastern territories. In the course of my travels through the Western States and Territories of the United States this present summer I observed that in many places, the larger portion of the population are from our Eastern Provinces: Ontario, Quebec, Nova Scotia, etc., etc. And in conversation with them I discovered that many of them were led to go there to settle through such information as your scheme contemplates to afford in regard to our North-West. When in Chicago I had an opportunity of conversing with several prominent railway men and others in regard to the various schemes adopted by them with a view to settle their Western Territories, and I was pleased to learn from them that several schemes, similar to yours have been attended to with *great success*, but in every instance the railway companies, corporations, etc., etc., have contributed very largely in aid of such schemes, etc.

Yours very truly,

(Signed.)

GEO. EDMISON.

COPY OF A LETTER.

From Hon. John Carling, Postmaster-General of Canada, to J. M. Leet, Esq.

OTTAWA, 2nd August, 1884.

My dear Mr. Leet,—It is needless for me to say that I am very glad to hear from you and of your improved health since you have taken up your abode in Winnipeg. With regard to the scheme you propose whereby the tide of emigration from Ontario and the more Eastern Provinces may be more effectually diverted from Dakota, Montana and others of the Western States, I have no hesitation in saying, that you are just the man to carry out such a scheme—your knowledge of the American States—your ability to use your pen in a judicious and able manner, together with your many other personal quali-

fications will most certainly tend to convert your enterprise into a reality, and I most heartily approve of, and wish you every success in your undertaking. If the few remarks I have here made can in any way be of use to you in your new field of labor, you are at perfect liberty to use this letter in any way you may deem advisable.

With kind regards and every success, believe me,

Yours very truly,
(Signed.) JOHN CARLING.

CORRESPONDENCE.

It is our intention from time to time to let the country speak for itself, by giving the settlers' own accounts of their experiences verbatim. The following original letters taken from a large number in our possession may prove of interest and value to our readers. The County of Westbourne, where the writers reside, is situate about 100 miles north-west of Winnipeg, with which it has direct railway communication, by the Canadian Pacific, as far as Portage la Prairie, and thence by the Manitoba & North-western Railway:—

Letter From T. L. Morton, Treasurer of Municipal Council of Westbourne.

The County of Westbourne is peculiarly adapted for mixed farming, by which is meant a combination of grain growing and stock raising. All competent judges in the Province allow that a judicious system of mixed farming is more remunerative than extensive grain growing alone. The White Mud river and its many tributaries give an adequate supply of good water to nearly all the townships in the county. Excellent water can be obtained by digging to a depth varying from 10 to 25 feet, where the streams are too far off to be of service. Timber large enough for building purposes and fencing is easily obtained especially near the White Mud River and Grassy River. No part of the county is more than four miles distant from an abundant supply of water, fuel, etc. The soil is not the heavy clay of the Red and Assiniboine rivers, but is extremely diversified, clay, clay loam and sandy loam being repeated in nearly every township. The aspect is not open prairie in the real and strict sense of the word, but bluffs of timbers, scrub hay meadows and prairie are found intermingled throughout the length and breadth of this county. A good natural face for drainage is to be found to the south and east. The brushy land is more difficult to get into order for cultivation, but is better than prairie in the end—it lasts longer without manure and is free from weeds. The County of Westbourne and others of a similar nature have great advantages over the open prairie, among others shelter for man and beast in winter, fuel and fencing, and change of feed for stock. After the prairie has

been broken up and the scrub land prepared for crop, two, and in some cases three crops of wheat can be grown without any apparent diminution of yield. But after this period has elapsed, care is required not to exhaust the soil—manure must be used, rotation of crops pursued, and in some cases the land fallowed. Cattle and pigs thrive well and do not require extra care in the winter. Milch cows and calves should be stabled at night. Young stock do well, if they have a good shed to run into when stormy. Poultry of all kinds stand the winter well, if not kept too warm, at the same time no soft food should be given them when the weather is very cold. Wheat, oats and barley are the staple crops of grain. They all do well and mature nine times out of ten. 1883 was the first time the writer suffered from early frosts with eleven years' experience. Field roots and garden vegetables grown in this country cannot be beaten in the universe. Wild fruit, comprising strawberries, raspberries, black currants, plums, cherries, cranberries, saskatoons, grapes are so abundant in every township, that very little attempt has been made at cultivation. Apples have not as yet succeeded.

(Signed.)

T. L. MORTON,
*County Treasurer, Gladstone,
County of Westbourne.*

From Mr. Thomas Paynter, Gladstone.

As a resident of the County of Westbourne for the past seven years, I have no hesitation in writing a few facts respecting this, one of the oldest and most fertile counties in the North-West. This we can prove by some of the oldest settlers in the Province, who came here from 12 to 15 years ago. They had their choice of the whole country at that time, and they have travelled about a good deal since, but express themselves thoroughly satisfied with their first choice. We are proud of our county to-day as standing second to none in America for agriculture and stock raising. Our samples of wheat are commented upon by Mr. Ogilvie, one of the largest millers and grain buyers in the Dominion, as the best grade America can produce. I have no hesitation in saying without fear of contradiction that we grow roots and vegetables that can compete with the world, while our close proximity to Winnipeg gives us quick sale and good prices for our cattle and produce. Again, we have not to pay such high prices for agricultural machinery and the necessaries of life as people who live from 300 to 400 miles further west. As regards the yield of wheat, that is just according to the way the land is cultivated. There is not the least doubt that the land well farmed will yield 35 bushels to the acre, I have seen 80 acres of oats in this county thresh about 100 bushels to the acre. As to stock raising we cannot be beaten in the North-West. The growth of grasses, pea vines and vetches around here would astonish any new comer. We have many Englishmen amongst us, and they are doing well and are satisfied with their investments. I honestly believe that they would not be paid to leave here for any other place. Many of the newspapers make a great cry against our winters, but it

is all trash. Of course they are rather long, but the beautiful sunshine makes up for everything. There is scarcely a day without a bright, blue sky. So far this winter (Dec. 1, 1884) has been really beautiful. As yet we have had I believe only one day with the mercury below zero, and I feel sure that after two or three years here everyone would like the weather. I prefer it far to Eastern Canada. I would advise all who can do so to buy improved farms, as they will find it in the end to their advantage. These farms could be entered upon in spring, say March or the beginning of April and worked at once giving crops in five months. I trust these few remarks may be of some benefit in guiding other settlers to our midst.

(Signed.) THOMAS PAYNTER

From Mr. P. Ferguson, Gladstone, C. Westbourne.

I have lived in the County of Westbourne 12 years. Eight years of that time I have devoted my time to farming and by experience that I could make more money with less work in the County of Westbourne than in the Province of Ontario, and the County of Huron, which is one of the best counties in Ontario, if not the very best. I had small means when I arrived in this county, about \$500 all told, with a young family to support and did not find it very difficult to maintain them. When I came first I took a homestead of 160 acres, and after living on it for seven years I rented it for a term of years, together with stock and implements, and went into the mercantile business in the town of Gladstone, which is a prosperous town situated about the centre of the county. I have met with good success in business. I have since sold my homestead farm, etc., for \$6,500. Parties wanting supplies in dry goods, groceries, ready clothing, etc., can purchase them from us at very reasonable prices. In my opinion there is no better place in the Dominion of Canada for grain and stock raising—there is plenty of good land, with wood, water, etc.

(Signed.) P. FERGUSON.

From Mr. G. F. Rogers, owner of 320 acres in the County of Westbourne.

I took up this land in 1878, and the first year I broke only 10 acres. I may say that I began with a capital of \$800. I have now (1884) 80 acres under cultivation.

35 acres wheat, 35 bushels to the acre
 10 " oats, 24 " "
 10 " barley, 36 " "

The oats and barley were sown on old land. The rest of the crops are vegetables. Potatoes gave 300 bushels per acre.

My stock and cattle, etc., are:

2 horses.....	\$ 300 00
4 oxen.....	320 00
4 steers.....	120 00
4 cows, c. \$45.....	180 00
5 head young cattle.....	60 00
24 hogs (partly thoroughbred)...	150 00

60 head poultry.....	18 00
Harvester (Massey).....	140 00
Mower (Toronto).....	100 00
Rake.....	40 00
2 iron harrows.....	44 00
2 ploughs.....	56 00
1 waggon.....	85 00
1 sleigh.....	40 00
House 18x15 & kitchen (shingled)	300 00
4 stables, log, straw roofs.....	150 00
Dairy house, shingled roof 10x12	40 00
70 acres fenced.	

After six years experience in this country I am satisfied that no better land can be found anywhere. Good land, with good water, hay and wood in abundance and conveniently near. I have produced year by year the very best grade of wheat and have taken three first-class prizes. Wells can be sunk from six feet deep, which give really splendid water and in good volume at that depth. I feel convinced that the right principle of farming is both stock and grain raising. My poultry have kept my whole family in groceries all summer, and I have a family of 8 children. I have put up fifty tons of hay for winter feed, simply cut from the open prairie. I may state that I am a director of the Agricultural Society of this Province.

(Signed.) C. F. ROGERS.

THE CLIMATE OF THE NORTH-WEST.

One of the first considerations of a person contemplating a complete change of residence—a location for life in a new and distant country—is that of climate. Is it radically different from that to which he is accustomed; is that difference in the direction of an improvement or the reverse, and what effect will the change probably have upon the health of the individual? These are some of the leading questions to be considered.

The climate of Manitoba and the North-West is a peculiar one. There is a certain charm about it, even in the coldest winter weather, not found elsewhere in similar latitudes. Commencing about the first or second week in November and lasting until early April, the winter is long, cold, but very pleasant and even when it is coldest the great dryness of the atmosphere, the calm, the almost constant sunshine and cloudless skies, make the temperature not only bearable but agreeable. To those who base their opinions of the cold on the mere readings of the thermometer, a Manitoba winter no doubt seems something to be dreaded, but the universal testimony is, that the climate is really more equable than in any other portion of Canada. Free from the moist atmosphere of Ontario, Quebec and the Maritime provinces, even when the mercury registers 40° below zero very little inconvenience is felt; men and women going about their usual out-door avocations without let or hindrance. At rare times and long intervals Hyperborean blasts from the north sweep the plains, making matters uncomfortable, but their duration is short and their occurrences rare,

In summer the heat is sometimes very great, but the evenings and nights are always cool and comfortable, and the North-West can boast what few other portions of Canada can boast: No ague-breeding marshes nor miasmatic infections taint the atmosphere. Fever and ague is unknown in the North-West; the climate generally, both that of summer and winter, being more conducive to health, invigorating and calculated to inspire physical activity than that of any other portion of the continent. During the summer months heavy thunderstorms are frequent, clearing the air and tempering the heat. They are usually heavy while they last, the lightning being very brilliant and the thunder loud, but they do not last long and are followed by most refreshing breezes.

Taken as a whole, the climate of the North-West is salubrious and invigorating. In winter the snow seldom exceeds a few inches in depth on the open, and the snowfall is much lighter than it is in Eastern Canada or in Minnesota or Dakota. With warm

clothing and shelter, settlers laugh at winter and pronounce it the most enjoyable season of the year. There is none of the slop, and no raw, moist, cutting winds like there are in Eastern Canada, the old settlers in the province being unanimously of opinion that the climate of Manitoba year in and year out cannot be surpassed, and now that both hard and soft coal have been found scattered over the plains in inexhaustible quantities, what at one time seemed to be a serious question is settled. It is only a matter of a few months when coal will be so plentiful and cheap in the market that the poorest will be able to lay in a plentiful supply. No one coming to the North West need be afraid of the climate.

The newspapers contain, every day, notices of the resumption of work by important manufactories. That prices continue low is probably an element of safety. If "good times" come gradually they will remain with us all the longer.—*Railway Age*.



PALACE STABLES,

—:0:—
← WINNIPEG, MANITOBA. →

LIVERY AND BOARDING.

—:0:—
Gentle Horses and Phaetons for Ladies' driving.
Fine Roadsters, with open and top road waggons.
English Dog and T Carts, Village and Surrey
Carts. Tandem and Four-in-Hand.

OPEN DAY AND NIGHT.

Cash Cab Tariff.

From 7 a.m. to 10 p.m. \$1.00 per hour. Fractions of hours charged at:—15 minutes, each passenger 25c.; 30 minutes, one or two passengers, 50c.; 45 minutes, three or four passengers, 75c.; 1 hour, one or two passengers, 75c.; 1 hour, three or four passengers, \$1.00. From 10 p.m. to 7 a.m., \$1.50 per hour. Fractions of hours charged at Double-Day Rates.

My Cabs stand on the floor ready to start the instant an order is received. My stable is centrally located, and Cabs can be at the door of any place of amusement or restaurant in less than three minutes from the time the order is given.

CORNER OF SMITH AND GRAHAM STREETS.

M. KEACHIE, - - Proprietor.

CABS AND COUPES.

—:0:—
For Balls, Parties, Theatres, Weddings, Trains
and Funerals.

A large assortment of Buggies, Waggons, Cutters,
Harness, Robes, &c., &c., always on hand and
for sale.

Horses bought, sold and exchanged.

TELEPHONE CONNECTION.

THE WINNIPEG BOTTLING WORKS,

SOLE AGENTS FOR PH. BEST'S

CELEBRATED MILWAUKEE LAGER BEER

AND JOHN LABATT'S

LONDON ALE AND PORTER.

**A full Stock of these Goods always on hand, on Draught and in
Bottles, in quantities to suit Buyers.**

UNDER LYON, MCKENZIE & POWIS OLD WHOLESALE GROCERY HOUSE, NO. 5 McDERMOT STREET, IN BASEMENT, FIRST DOOR WEST OF MAIN ST.

All are cordially invited to attend and inspect the works.

ORDERS RECEIVED BY TELEPHONE OR MAIL.

Goods Delivered Free to any part of the City.

Winnipeg Bottling Works, P. O. Box 1185, Winnipeg, Man.

HUDSON'S BAY COMPANY.

FARMING, GRAZING, COAL AND MINERAL

LANDS FOR SALE!

In Manitoba and the North-West Territories of Canada.

The Company are Entitled to 7,000,000 Acres in the Great Fertile Belt.

EASY TERMS OF PAYMENT

And without any Conditions of Settlement or Cultivation.

TOWN LOTS FOR SALE

In the following flourishing and Rising Centres of Trade: WINNIPEG, PORTAGE LA PRAIRIE, WEST LYNNE, COLVILLE, PRINCE ALBERT, EDMONTON, ELPHINSTONE, RAT PORTAGE and FORT QU'APPELLE.

For all Information apply to

C. J. BRYDGES, Land Commissioner, Winnipeg.

Manitoba and North-Western Railway Company.

LAND DEPARTMENT.

OFFICES :---Higgins' Block, Corner of Logan and Main Streets, near C. P. R. Station, Winnipeg, Manitoba.

The Company now offers for sale 512,000 acres of the best farming lands in Manitoba and the North-West at Low Prices. And the purchaser has the right to select the best lands out of the total Land Grant of 2,750,000 acres. The lands offered for sale by the Company are not the untimbered prairie lands of the North-West, but they are **EQUALLY FERTILE**, and consists of small prairies dotted over with timber, and well watered by lakes and clear-water streams.

GOOD SOIL.

GOOD TIMBER.

GOOD WATER.

Lands sold without conditions or restrictions. A REBATE ALLOWED FOR CULTIVATION when the sale of the land is subject to same.

TERMS OF PAYMENT.

If paid for in full at time of purchase a discount will be allowed, but the purchaser may pay one-sixth in cash and the balance in five annual instalments, with interest at six per cent. per annum payable in advance. For further particulars, and also for folders, maps, etc., apply to

A. F. EDEN, Land Commissioner.

WINNIPEG, 1st Feb., 1885.