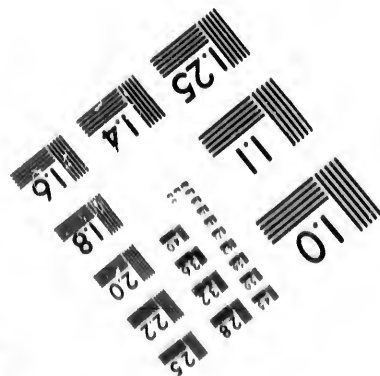
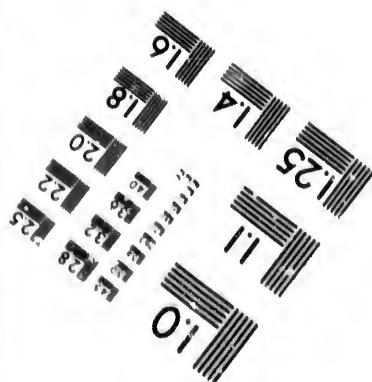
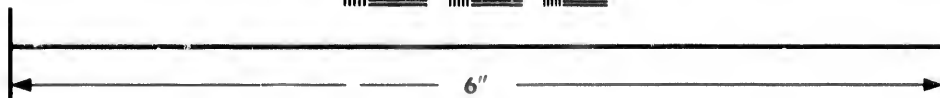
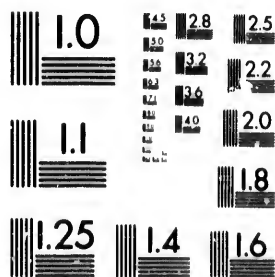
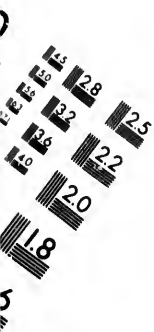


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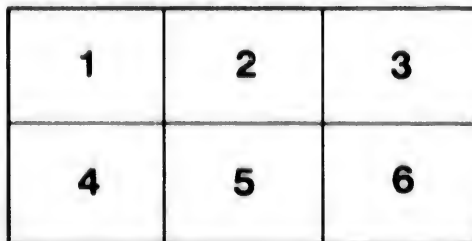
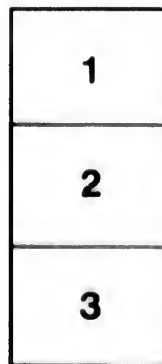
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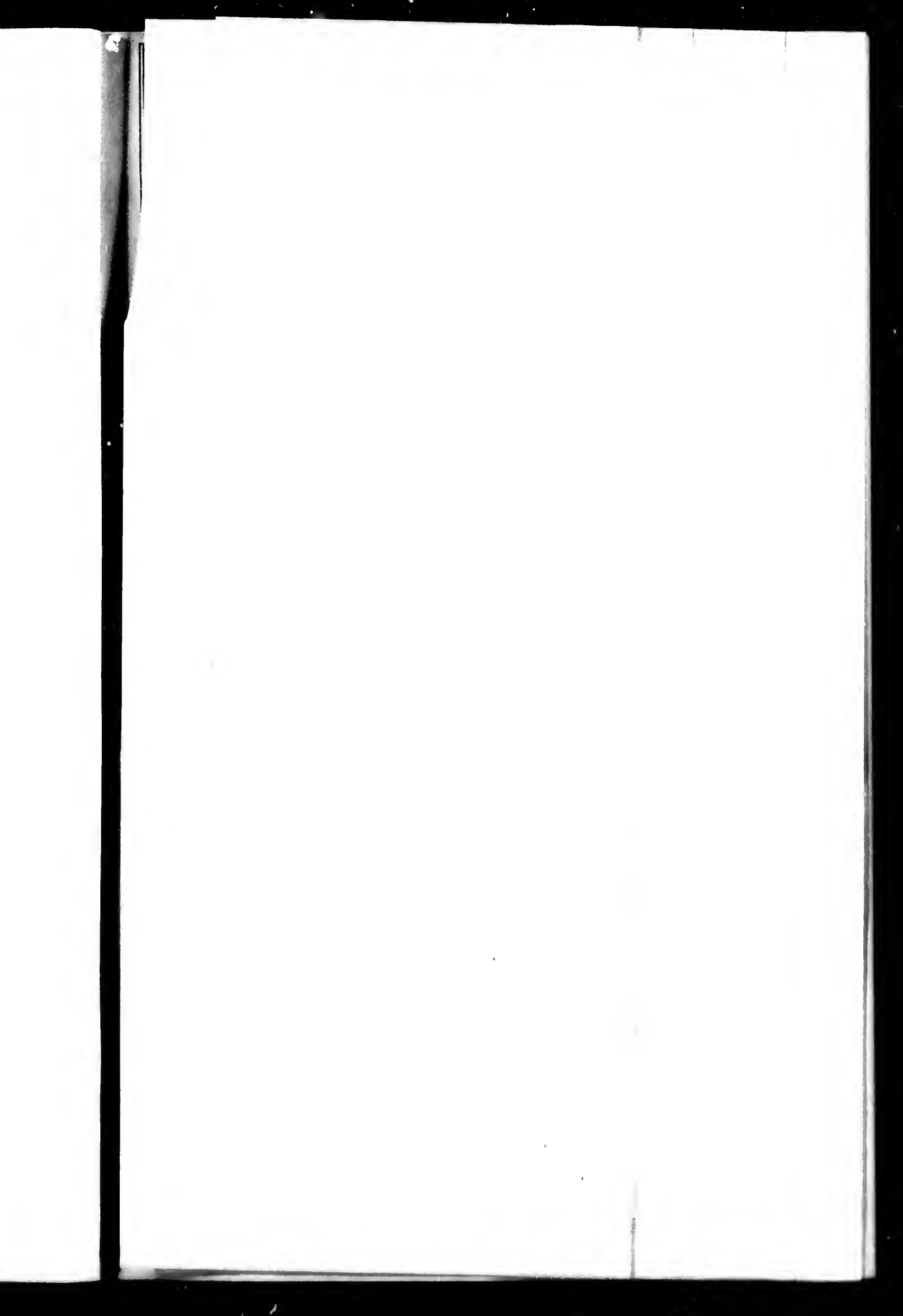
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Fort Totten

Rocky Mountain Ho

Buffalo Lake

Yellow River

North

Jack Fish L

Redberry L

N O R T H      W E S T

Red Deer River

Old Bow Fort

El Galarraga

WATERING  
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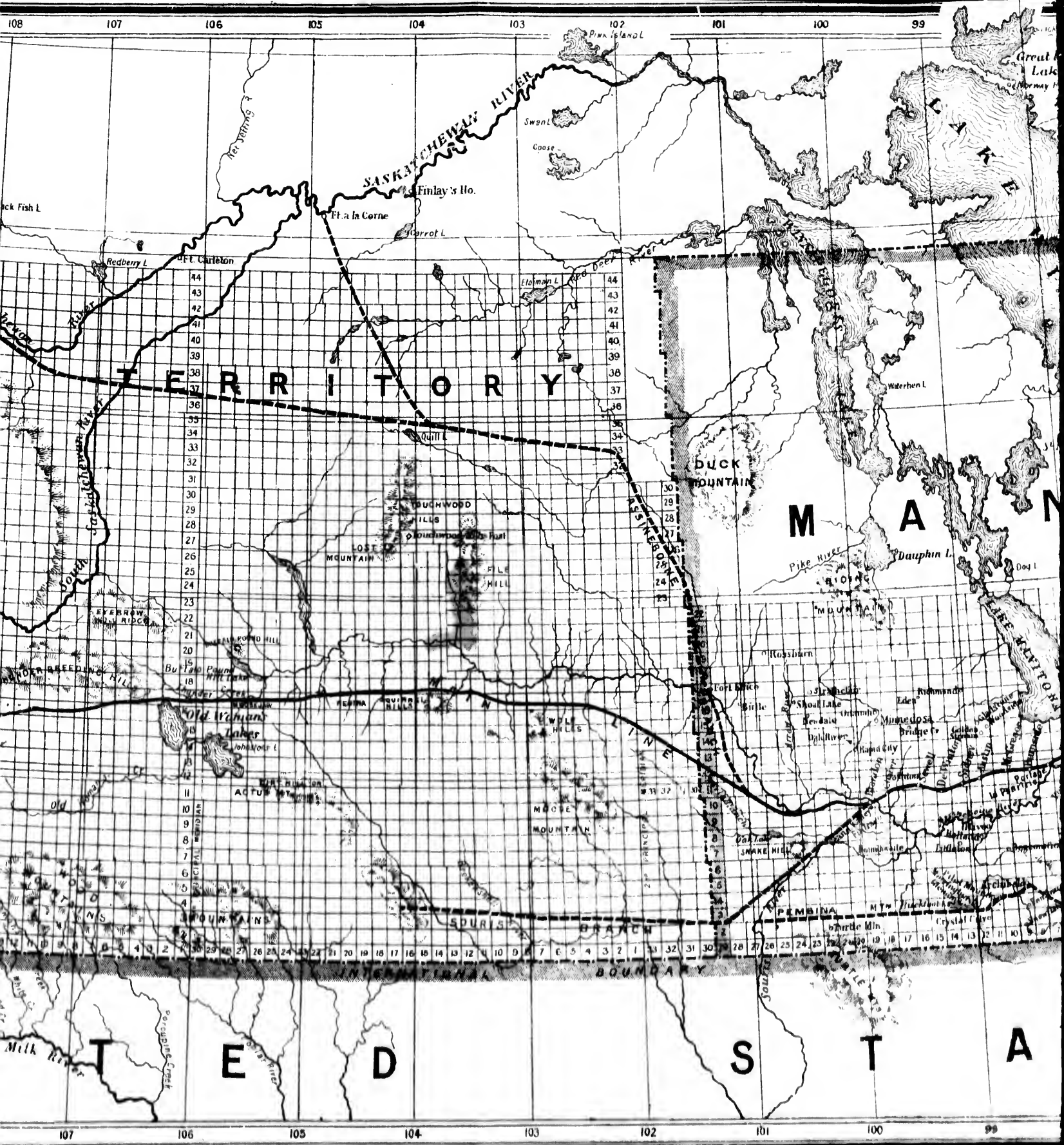
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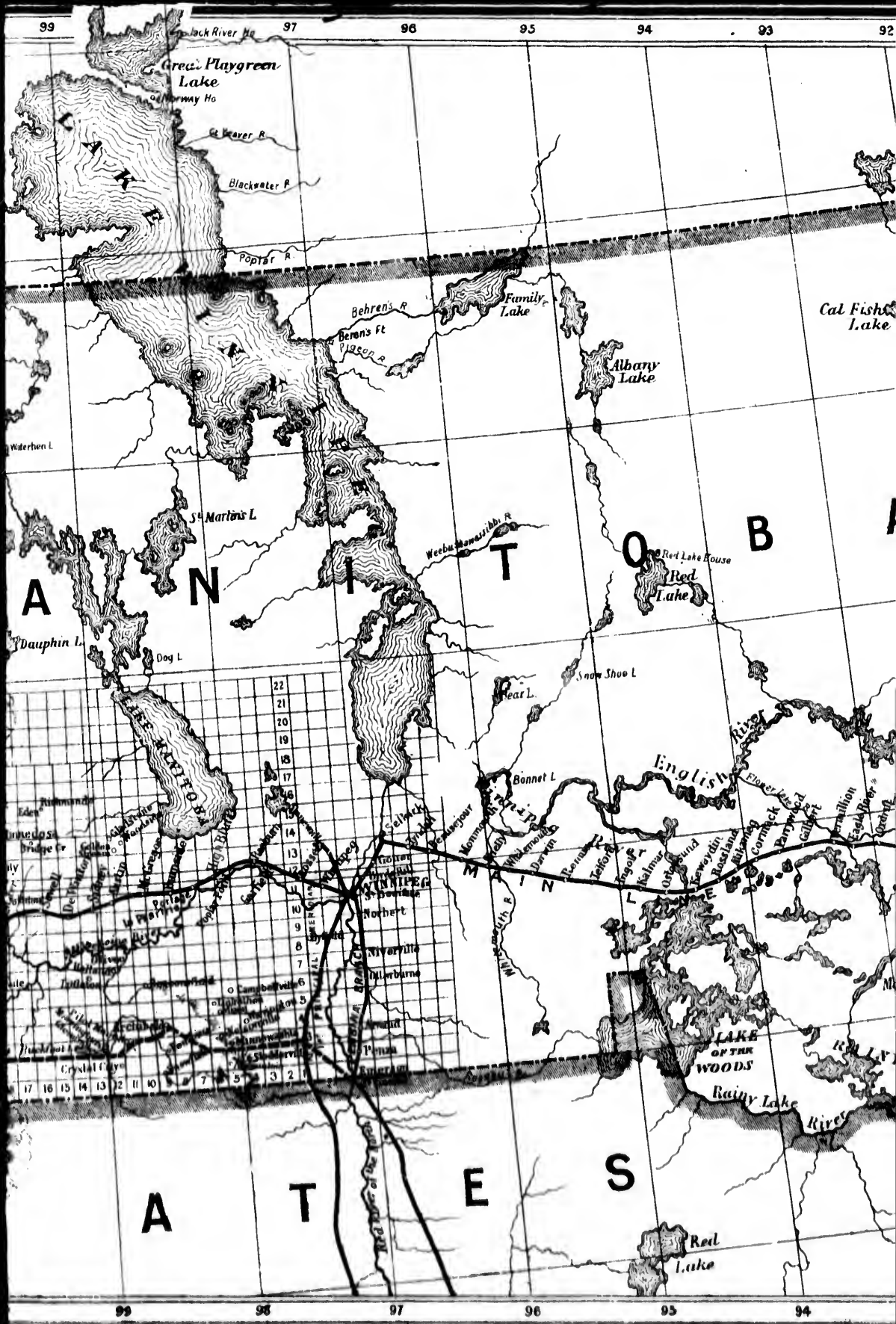
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Blackwater R.

Poplar R.

Behrens R.

Berens Ft

Family Lake

Albany Lake

Cal Fish Lake

Waterhen L.

S<sup>t</sup> Martin's L.

Weeba Manawishish R.

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Red Lake

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LAKE OF THE WOODS

Rainy Lake

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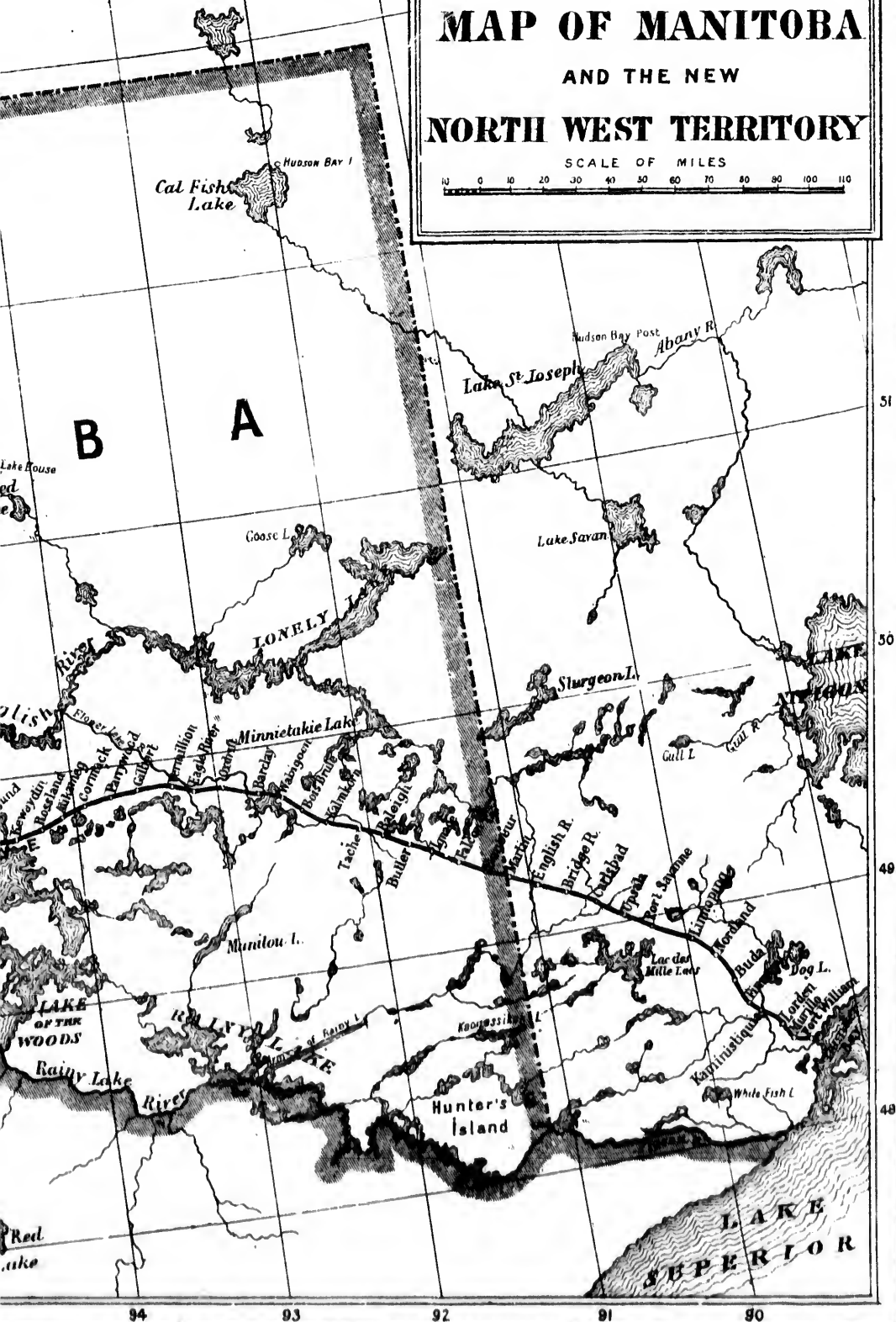
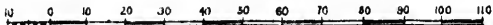
Red Lake

Red Lake

THE CANADA NORTH-WEST LAND COMPANY, LIMITED.

MAP OF MANITOBA AND THE NEW NORTH WEST TERRITORY

SCALE OF MILES



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Hudson Bay I

Hudson Bay Post

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A

Lake St. Joseph

Lake Savan

Goose I.

LONELY

Sturgeon L.

Minnietakie Lake

Gull L.

Manitou I.

LAKE OF THE WOODS

Knossish L.

Hunter's Island

LAKE SUPERIOR

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THE  
**Canada North-West Land Company,**  
LIMITED.

A  
**PRACTICAL HAND-BOOK**

FOR

**MANITOBA**

AND THE

**NORTH-WEST TERRITORIES,**

CONTAINING

**Important Information for Intending Settlers.**

COMPILED BY W. B. MACDOUGALL.

LONDON :  
BLADES, EAST & BLADES, PRINTERS, 23, ABCHURCH LANE, E.C

—  
1883.

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# PREFACE.

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THE object of this pamphlet is to direct attention to the "**Great Fertile Belt**" of the Canadian North-West, which is now being rapidly peopled by emigration from many parts of the Globe, but more especially from Great Britain, the older Provinces of Canada and the United States.

We present in these pages, besides a general description of the country, its climate, resources and capabilities, a useful miscellany of practical information which will aid the calculations of prospective and intending emigrants, investors and travellers, and direct them while journeying to the far west.

The Canada North-West Land Company, who place this little work in the hands of those interested, have purchased from the Canadian Pacific Railway Co., 5,000,000 acres of the Railway Company's Land Grant in the North-West, and half of the Railway Company's interest in the sites of all the towns and villages located during construction and within one year of the completion of the Railway from Winnipeg to the Pacific Coast on the main line of the Railway between Brandon in Manitoba, and the Eastern Boundary of British Columbia, a distance of over 800 miles; with the intention of reselling the same. Powers necessary to assist emigration and colonisation are contained in the Articles of Association.

The lands purchased by this Company are for the most part adjacent to the main line of the Railway and in the fertile plains of Southern Manitoba. One of the conditions of the C. P. R. Land Grant is that the land must be fairly fit for settlement and this of course also applies to the lands of the Canada North-West Land Company.

For further information than this work contains, application may be made to the agencies and offices of the Company.

A LAND OF PLENTY.

---

THE CANADIAN NORTH-WEST.

---

A country whose value it would be insanity to question.—LORD LORNE.

This undreamt of Dominion whose illimitable dimensions alike confound the arithmetic of the surveyor and verification of the explorer. LORD DUFFERIN.

---

Introduction.

---

Over two millions of souls have emigrated from Great Britain during the last ten years ; but the natural increase of the population in England is stated to be very nearly a quarter of a million a year over the outflow from emigration.

These pages are intended to show reasons why the greater portion of this emigration movement should be directed to the Fertile Belt of the Canadian North-West, comprising some three hundred million acres of excellent farming land.

There is a striking contrast between the vastness of this territory and the smallness of others occupied by some of the most powerful nations of the world. The breadth of the country from east to



west is, in round numbers, 1,200 English miles, and its length from south to north is 1,500, giving the immense area of 1,800,000 square miles.

The continental position of this vast department includes the country between 49° and 70° north latitude. In the south it stretches from 90° to 115° west longitude, and in the north from 90° to 140° west longitude.

---

LORD LORNE: "The Province is a green sea over which the summer winds pass, laden with the scent of rich grasses and flowers, and over this vast extent it is only as yet here and there that a yellow patch shows some gigantic wheat field."

---

### General Description of the Country.

---

"This beautiful land of vast proportions invites the husbandman to its virgin soil, and certainly the day is not far distant when a thriving population of millions will find there the means of prosperity and plenty. Broad rivers cut through great coal fields near their sources, winding for many hundred miles through woodland and valley and grassy prairies of unsurpassed fertility, a region unequalled on this continent."

Early in May the country is green with exuberant verdure, its gently undulating hills and valleys covered as far as the eye can reach with soft and beautiful scenery, surpassing, in many places, the groves, lawns, and plantations, with which genius and art seek to adorn the habitations of civilized life. A stretch of almost continuously level sward, fifteen hundred miles in length, teems with animal life. Nature, all bountiful, has prepared abundance for man and beast.

With truth may it be affirmed that these dominions offer to the agriculturalist measureless fields for pasture and tillage ; to the merchant vast marts for the profitable traffic in every product of the earth ; to the manufacturer an incalculable extension of the home market for the disposal of his wares ; to the capitalist an almost interminable extent for the profitable investment of his funds, and to *the industrious and intelligent emigrant* an immense area of a grand country where every species of mental ingenuity and manual labour may be developed and brought into action with advantage to the individual and the whole family of man. There is an inexhaustible profusion of cereals and root crops ; plentiful supplies of timber ; large areas of coal and bitumen, iron, copper, gold and other minerals ; wild fruits of many varieties ; incalculable riches from the lap of abundance.

The rapid construction of the trans-continental railway, which has reached a point 600 miles west of Winnipeg, the formation of powerful land companies, who will use every effort to induce emigration and settle their lands, and the liberality of the Canadian Government, all tend to the early settlement of the country, which now, in its infancy, possesses enterprising cities, towns and villages, and prosperous communities and settlements.

The progress of the North-West during the past two or three years has been something extraordinary, and wholly unequalled in the history of the country. Upwards of 20,000 emigrants arrived from the United Kingdom alone in 1882, and the indications are that these figures will be largely exceeded in 1883.

LORD MILTON said: "As an agricultural country its advantages can hardly be surpassed. The climate is milder than that of the same portion of Canada which lies within the same latitude. Cereals of almost every description flourish, even under the rude cultivation of the half-breeds."

### Prairie vs. Forest.

The very great advantage of our western prairie country as a field for settlement lies in the combination it offers of open and wood lands, the full advantage of which would be best appreciated by those who have cleared a farm in a wooded country. A great deal has been said of the advantage of the supply of wood for fuel, fencing, etc., afforded by wooded countries, but this is invariably greatly over-estimated. As to fencing, wire has come so largely into use all over the continent that wooden fences are being replaced by wire, even in thickly-wooded districts, especially along the line of railways; and what still further reduces the advantages in this respect of wooded as compared with prairie country, is the fact, that, in the early settlement of the latter, herd laws are always enforced. As to fuel, the most important consideration, there are throughout the North-West Territory, besides a fair proportion of wood, immense beds of lignite coal, a supply of fuel for ever, which places the Territory in a far better position than would at first glance be supposed.

The settler in a wooded country spends fifteen or twenty of the best years of his life clearing his farm, say a *hundred acres*, while the prairie farmer breaks the rich virgin soil the first season, sows a crop, and the second year is making his farm pay. At the end of five years, with moderate capital to commence upon, with moderate industry, and without serious hardship, he could have *two hundred and fifty acres* under cultivation. Besides this relief from heavy toil, and time lost in clearing, there is another advantage which lies at the door of the prairie farmer, and that operates greatly in his favour—this is the infinite abundance of rich grass for summer and winter food for his cattle with which he is surrounded. The new settler can have, from the first day of his settlement, as many cattle, horses, etc., as it may suit his means to purchase, for his pasture and meadows are already in abundance before him,

and in some localities in the North-West cattle can even find the chief part of their winter food for themselves.

Writing of what he saw in Manitoba, Hon. Mr. Seymour says:—

“I saw thousands and thousands of acres of wheat, clearing 40 bushels to the acre, weighing 63 and 65 pounds to the bushel, and was assured by undoubted authority that, on Peace River, 1,200 miles north-west of where I was, wheat could be produced in immense quantities equal to the best I saw in Winnipeg, while great herds of cattle were being fed without cost on as fine grassy land as the world affords.”

---

CAPTAIN PALLISER said: It is a physical reality of the highest importance to the interest of British North America that this continuous belt can be settled and cultivated from a few miles west of the Lake of the Woods to the passes of the Rocky Mountains.”

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### General Features.

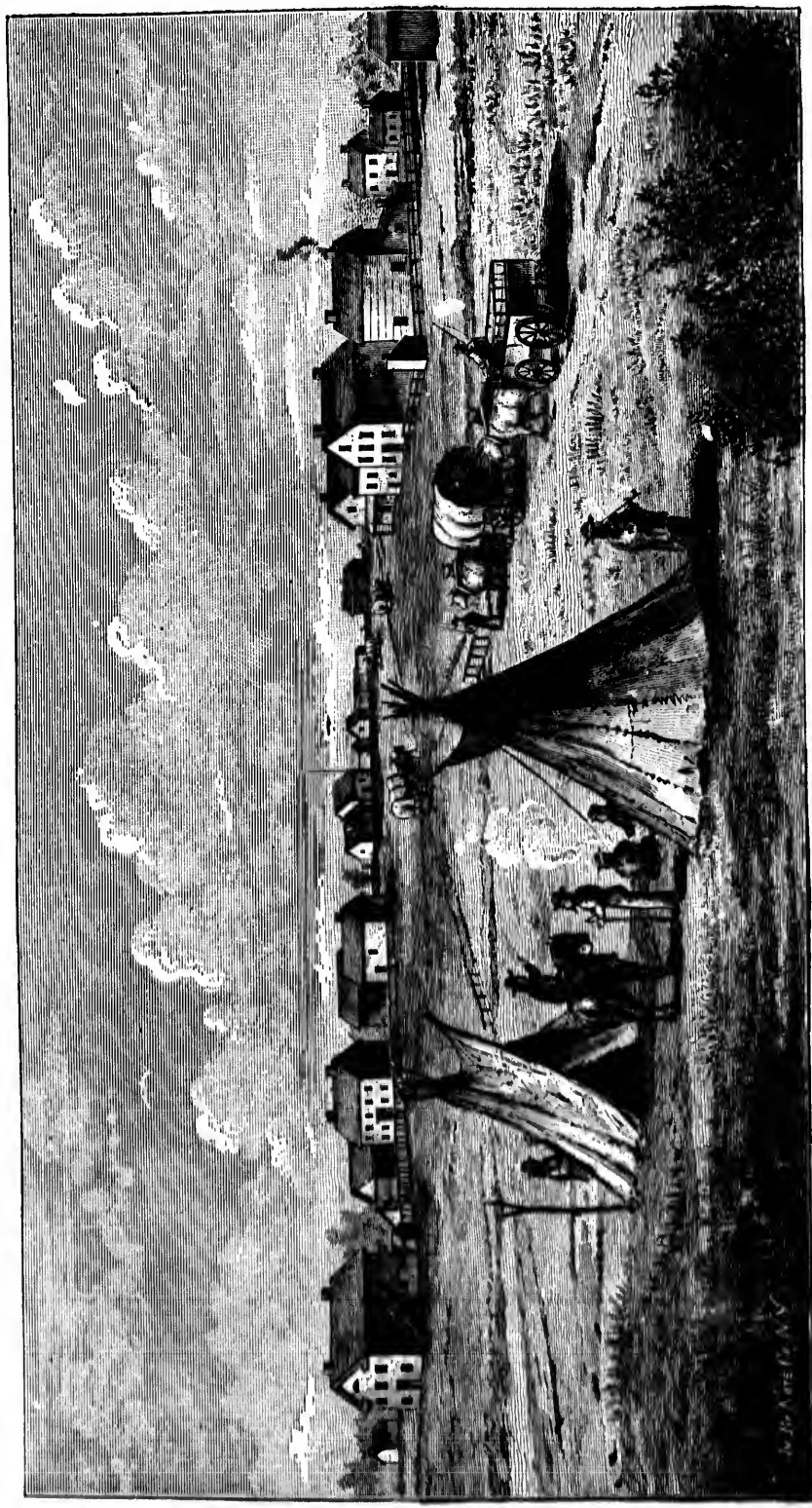
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We are strongly of opinion that altogether too much is spoken and written about the labour and hardships of the emigrant or settler when he comes first to this country. No doubt he must work. He need not expect to find a Garden of Eden ready made to his hands. Here, as in every other part of the world, labour is the condition of life and of success. But we emphatically deny that the labour is arduous, or the privations to be endured excessive. In fact, compared with what hundreds of thousands of our countrymen have undergone in the older provinces of the Dominion, they are mere child's play. In those days the forest had to be cleared away. Trees, many of them two or three feet in diameter and over one hundred feet high had to be cut down and burned. Besides,

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WINNIPEG, 1871



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it took years before the ground could be freed from stumps, and then the labour recommenced, for in many cases great deposits of stones had to be removed, and the soil ditched and drained. But with the exceptions of the last point mentioned, and this only in some localities, none of these difficulties have to be encountered in Manitoba and the North-West. Here is a vast prairie country ready cleared for the settler's occupation. All he has to do is to pitch his tent, or build a shanty until he has time and means to erect a more substantial building—to plough the sod over, then re-plough it, sow his seed, harrow it, and wait for the crop. If he is a poor man, he of course must not expect to fare sumptuously every day. But the necessaries of life are cheap enough and easily procurable, and any man or family that has to live for a year or so on pork, bread, beans, potatoes and tea, when they have the land beneath them, a rain-proof roof over their heads and the assured prospect before them, and that at no distant date, of comfortable independence, perhaps affluence, are not to be pitied. Game is plentiful, and during the proper seasons the pioneer's *bill of fare* may with little effort be made even luxurious.

One of the greatest trials that the emigrant associates with removing to a new and strange country is the breaking up of home and social ties. He is too apt to regard it as a kind of evil. But this trial, in the great generality of cases, is merely imaginary. It is astonishing how quickly new and friendly associations are formed in this country. There is a reciprocity of kindness and assistance which almost universally prevails; and in a few weeks the settler may make as friendly and valuable relations as any he possessed in his native land. So much is this the case that in a few years he has no desire to return to his old home, except for a temporary visit.

---

BLODGETT said: "The basin of the Winnipeg is the seat of the greatest average of wheat product of the American Continent, and probably the world."



## Soil and Productions.

The soil of Manitoba, so far as is known, is as rich as any in the world. It is a black loam, varying in depth from one to three feet. The sub-soil is generally clay, and largely impregnated with the warm lime element. So rich and enduring is its nature that manuring has so far been altogether unnecessary. Heavy crops of wheat have, in some parts of the Province, been taken for fifty years in succession off the virgin soil. The productions of such a soil will at once be recognised by any practical agriculturist. Wheat, the great staff of the world's food, is essentially its prime and most prolific product. The average yield of wheat to the acre is unprecedented in any other part of the cultivated world. *Thirty bushels to the acre* is computed to be the average, but it must be borne in mind that as yet agriculture is only in its infancy in this country, so that even this enormously large yield may reasonably be expected to be increased by the advance of scientific culture. And the quality of the grain is unsurpassed by any that has ever been raised. Owing to the nature of the soil it is of a firm, nutritious, gritty nature, and rubs clear, hard, and plump in the hand. But every kind of cereal can be grown to great advantage. Oats, barley and rye give large returns. Barley is said to be an excellent alternative with wheat, and yields a weight per bushel of 50 to 55 pounds.

From an interesting little pamphlet issued by the Canadian Pacific Railway Company, and compiled by Mr. Alex. Begg, we take the following important facts and figures relating to productions, markets, settler's first expenses, profits of farming in the Canadian North-West, etc. The statements made may be relied upon, and can be verified by the undoubted testimony of those who have settled in the country.

PRODUCTIONS.

The following tables, taken from official sources, will show at a glance the average yield of crops during the last five years in Manitoba :—

	1877.	1878.	1879.	1880.	1881.
Wheat .....	26 $\frac{3}{4}$	26 $\frac{1}{3}$	26 $\frac{1}{4}$	29 $\frac{1}{3}$	30
Oats .....	59 $\frac{3}{4}$	59 $\frac{3}{4}$	58	57 $\frac{3}{4}$	59
Barley .....	40 $\frac{3}{4}$	36	37 $\frac{2}{3}$	41	40
Peas .....	32	34	32 $\frac{1}{2}$	38 $\frac{1}{2}$	38
Rye .....	30	30	40	40	35
Potatoes .....	304	300	302	318	320

Then compare the above figures with the yield in some of the American States and British Colonies, as taken also from official sources :—

WHEAT.

Minnesota, average yield per acre.....	17 bushels.
Wisconsin „ „ „ .....	14 „
Pennsylvania „ „ „ .....	15 „
Massachusetts „ „ „ .....	16 „
New Zealand „ „ „ .....	17 $\frac{1}{2}$ „
Australia „ „ „ .....	11 „

BARLEY.

Minnesota, average yield per acre.....	25 bushels.
Wisconsin „ „ „ .....	20 „
Iowa „ „ „ .....	22 „
Ohio „ „ „ .....	19 „
Indiana „ „ „ .....	19 „
Illinois „ „ „ .....	17 „

OATS.

Minnesota, average yield per acre.....	37 bushels.
Iowa „ „ „ .....	28 „
Ohio „ „ „ .....	23 „

NOTE.—The cost of breaking, ploughing, sowing, and harvesting is estimated, on good authority, at from £2 4s. to £2 16s. per acre, which, of course, includes the settler's own labour and that of his family.

## Markets.

Small centres of trade are continually springing into existence wherever settlements take place, and these contain generally one or more stores where farmers can find a ready market for their produce. The stations along the line of the Canadian Pacific Railway are not more than eight or ten miles apart, and it is the intention of the Company to facilitate the erection of elevators for the storage of wheat, etc., enabling farmers to dispose of their grain at good prices almost at their doors. A glance at the map demonstrates that Manitoba *via* the Canadian Pacific Railway will have closer connection with the seaboard than Minnesota, Dakota, or any of the more western States now have with New York; so that the export of grain from the Canadian North-West at remunerative prices is assured. The very large influx of people, and the prosecution of railways and public works, will, however, cause a great home demand for some years, and for a time limit the quantity for export. Prices of produce are very fair, as may be seen by the following market report, published in the *Winnipeg Free Press*, August 31, 1882:

Wheat.....	3s. 2d. to 3s. 4d.	per bushel.
Oats.....	— „ 3 0	„
Potatoes .....	4 0 „ 5 0	„
Butter .....	— „ 1 3	per lb.
Eggs .....	— „ 1 4	per dozen.
An acre of land in Manitoba at above prices will realise—		
In wheat.....	£5 2 0	
In oats .....	8 11 0	
	£13 13 0	
An acre of land in Minnesota at the same prices will realize—		
In wheat.....	£2 17 10	
In oats .....	3 11 0	
	£6 8 10	

Or, in other words, the farmer in Manitoba can afford to sell his grain fifty per cent. cheaper than the Minnesota farmer and still be as well off, the prices of labour in the two countries being about equal.

### A Settler's First Expenses.

On leaving for the Canadian North-West a settler should burden himself with as little luggage as possible. He can purchase everything he requires at reasonable prices in Manitoba, and obtain articles better suited to the country than anything he could bring with him. The following is an approximate estimate of his first outlay in a moderate way :

Provision for one year, say.....	£50
Yoke of oxen .....	37
One cow .....	7
Waggon .....	16
Plough and harrow .....	7
Sundry implements.....	5
Cooking-stove, with tinware .....	5
Furniture, etc., say .....	12
Sundry expenses, say .....	10
	<u>£149</u>

To the above must be added first payment on land, unless he takes a homestead and pre-emption ; but an energetic man will find time to earn something as an offset to a portion of his first expenses, either on the railway or by working for neighbouring farmers, and in addition to this there is the chance of obtaining a partial crop the first year. A settler, therefore, who can boast of having £500 on his arrival in Manitoba is an independent man, and cannot fail to succeed with ordinary care and energy. Many settlers on arrival cannot boast of a tenth part of that sum, and yet they succeed.

## Profits of Farming in the Canadian North-West.

In the following calculations every care has been taken not to over-estimate what can be done with prudence, perseverance and energy :

### FIRST YEAR.

Expenditure of settler with family of, say five, for provisions, etc., one year .....	£50
One yoke of oxen .....	37
One cow .....	7
Breaking plough and harrow.....	7
Waggon .....	16
Implements, etc. ....	5
Cook-stove, etc., complete.....	5
Furniture .....	12
Sundries, say .....	10
Outlay for first year .....	
	£149 .

At the end of the year he will have a comfortable log house, barn, etc., cattle, implements, and say twenty acres of land broken, ready for seed.

### SECOND YEAR.

Will realise from twenty acres—600 bushels of grain at 80 cents. ....	£96
Expenditure, say .....	60
To the good, besides living .....	
	£36

And he will have an additional twenty acres of land broken.

THIRD YEAR.

Forty acres will give him 1,200 bushels of grain at 80 cents. ....	£192
Expenditure, including additional stock and imple- ments .....	100
	—

To the good, besides living ..... £92

And he will, with his increased stock and other facilities be able to break at least thirty acres.

FOURTH YEAR.

Seventy acres will give him 2,000 bushels of grain at 80 cents. ....	£335
Less expenditure for further stock implements, and other necessaries .....	120
	—

To the good ..... £215

And another thirty acres broken.

FIFTH YEAR.

One hundred acres will give him 3,000 bushels of grain at 80 cents.....	£480
Less same expenditure as previous year .....	120
	—

To the good ..... £360

At the end of the fifth year he will stand as follows :

Cash or its equivalent on hand .....	£703
House and barn, low appraisal .....	50
Stock, including cattle and horses .....	120
Machinery and farm implements, 50 per cent. of cost, say .....	40
Furniture, &c. ....	30
	—
	£943

To this would be added the present value of his farm, and his net gain, over and above cost of living, would be shown by deducting the amount originally paid for his land, if purchased, and his expenditure during the first season before he commenced to realize from his farm.

According to the above, even should there be a deficiency in the yield of crops or amount of land broken, the settler at the end of five years would find himself with a good farm well stocked, all paid for, and in addition a considerable sum of money to his credit in the bank.

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Lord Dufferin visited the North-West in 1877, travelled over large stretches and camped out for several weeks together. After observations of its resources and conversations with settlers, he declared in a speech of great eloquence at Winnipeg, that when the Dominion of Canada came to these vast regions, she was no longer "a mere settler along the banks of a single river, but the owner of half a continent, and in the magnitude of her possessions, in the wealth of her resources, in the sinews of her material might, the peer of any power on earth."

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### Climate and Length of Seasons.

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Very mistaken ideas prevail in the Old Country as to the climate of the Canadian North-West. Every extreme of hardship is associated with it by many people. Nothing is further from the fact. No doubt there are conditions of decided heat in Summer and cold in Winter. The thermometer will sometimes range 90 in



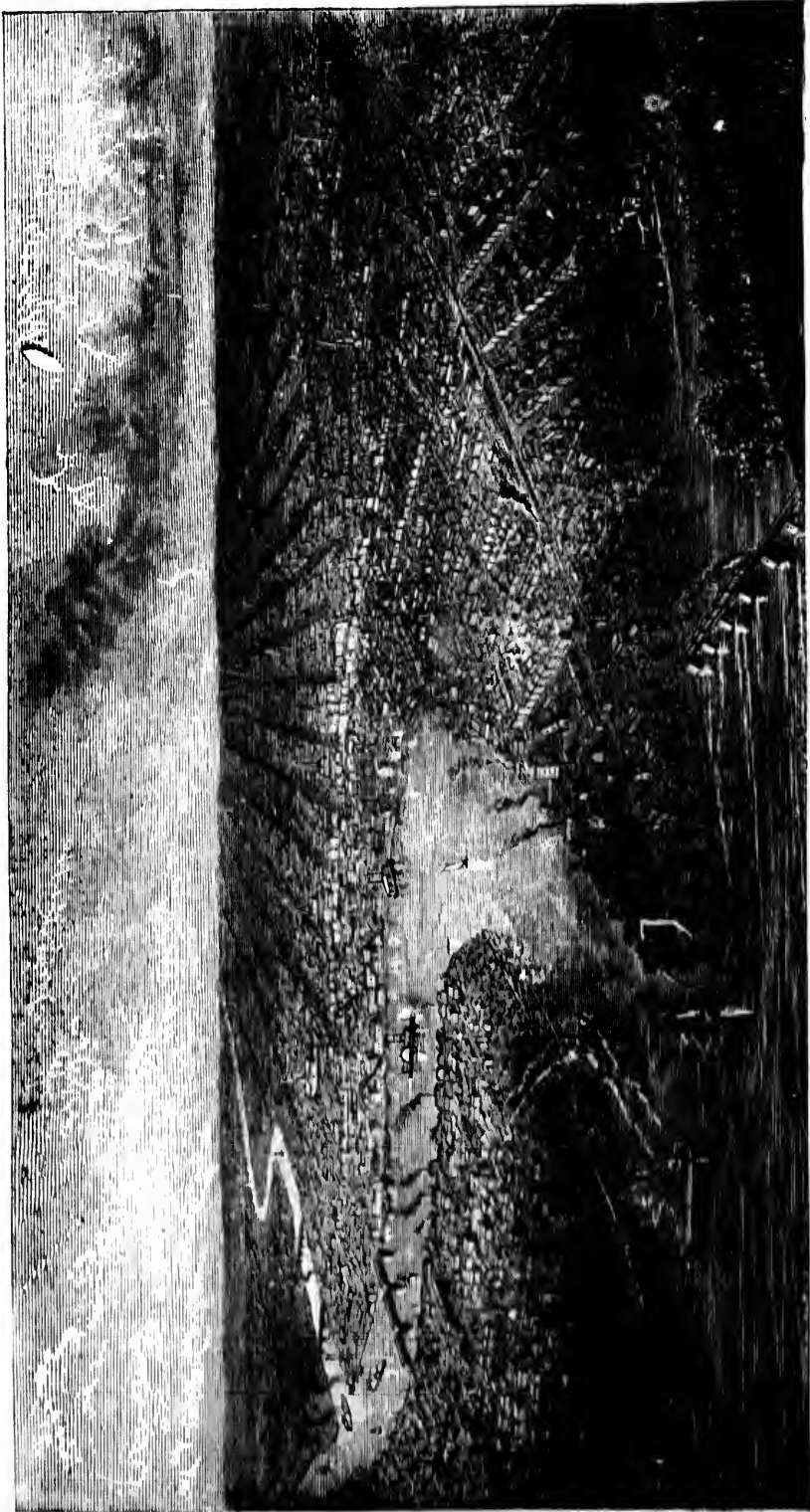
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the shade in Summer and 30 below zero in the Winter. But these extremes will continue for only a few days at a time out of 365. The dry and bracing atmosphere moderates all extremes. Damp and fog are almost unknown. Such a thing as a Scotch mist is a phenomenon. The Winter is considered most enjoyable, though each season has its pleasures, and it is this variety, combined with the sunny sky and pure healthy air which constitutes the great charm of the climate. April brings Spring and sowing time, and June ushers in the Summer. An almost tropical climate then succeeds during which vegetation is most rapid. July is the hay, and August and early part of September the grain harvest. Then follow two months of delightful Autumn weather, and Winter generally sets in about the middle of November.

The average depth of snow is about eighteen inches, and from the general absence of high winds it seldom accumulates in drifts, so that capital roads are the common condition of winter travelling. The farmer then drives his grain or hay to market, lays in his stock of fuel, and does all the heavy drawing for the year.

The cattle graze on the prairie all winter, and except during the "cold spells" require no shelter.

There is one characteristic of the climate which is phenomenal to the country; we have said that the dryness of the atmosphere mitigates, in fact almost neutralizes, the severity of the extreme cold, so also in Summer the *high temperature is rendered quite bearable by frequent and heavy showers*. These also keep the soil moist and fertile, in fact throughout the whole extent of the North-West we meet with none of these arid desert wastes which lie in immense blocks in the same meridians South of the parallel of 49°. In consequence of these conditions the climate of Manitoba and the North-West is one of the healthiest in the world. Fevers, consumption, and epidemics generally, are abnormal to the country, and prevail only in consequence of accident, carelessness, and reckless exposure in the subjects themselves.

The lands owned by the North-West Land Company (5,000,000 acres), are situated in the greatest wheat-growing country in the world.

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The Canada North-West Land Company,  
Limited.

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ADVANTAGES OF SETTLING UPON THEIR LANDS.

Although the Canadian Government gives a *bonâ fide* settler a homestead of 160 acres free, and allows him to pre-empt an additional 160 acres, for which he pays \$2.50 per acre at the end of three years, he only receives this grant for actual settlement, and the best sections within the railway belt (24 miles each side of the road), for 600 miles west of Winnipeg, have been already taken up. There are no settlement duties required of a purchaser of lands from the CANADA NORTH-WEST LAND COMPANY, and the value of their sections is constantly being enhanced by the settlement and cultivation of the Government grants. Settlers on Free Grants desirous of enlarging their farms are already purchasing largely of the Company's lands adjoining their own. The Company offers for sale choice farming lands, distributed throughout the most fertile and desirable parts of Manitoba and the Canadian North-West. The sections comprise 1, 19, 13, 21, 25 and 32 in railway lands within the railway belt, and ALL CANADIAN PACIFIC RAILWAY LANDS south of the railway belt, comprising Southern Manitoba, Souris, and Moose Mountain districts. These lands extend over an immense area of excellent country, and they include such a diversity of fine agricultural soil that an almost unlimited selection is offered, which cannot fail to meet the requirements of all settlers, whether they intend to follow stock, grain, or mixed farming.

The terms, as will be seen by the advertisements elsewhere in this publication, are of the most liberal character, the lands being placed in the market from 20s. per acre upwards, one-sixth cash, balance in five equal annual instalments, with interest at six per cent. per annum, payable in advance. **PURCHASERS OF TOWN AND VILLAGE LOTS ARE OFFERED A LIBERAL REBATE FOR BUILDING.**

Those who toil against overwhelming odds to restore the lost vitality of impoverished farms, should remember that thousands of acres of the richest virgin soil is offered at reasonable prices in a country where the success attending agricultural pursuits has become famous throughout the world, and is attested by the evidence of those who have made the experiment, and are enjoying the results of their enterprise.

The Company's lands are well situated, fertile and productive, many of them in the midst of thriving settlements and within easy access of churches, schools, and markets. Intending settlers will act wisely in carefully examining the lists to be found in the offices of the Company before deciding upon a permanent location.

Towns and villages, which will become the trade centres and markets for the surrounding settlements, are springing up all along the line of railway. They are usually eight to ten miles apart. Lands purchased a few years ago at 5s. per acre are now worth from £1 to £3, and in choice locations higher prices have been realized. These figures do not refer to specially valuable sections in the vicinity of rapidly growing towns, but to land purchased for purely agricultural purposes. The returns made by the Hudson's Bay Company, who sold between September, 1881, and May, 1882, 306,150 acres, show an average price of £1 9s. or \$7.25 per acre.

Persons emigrating to the North-West now, will have great advantages over those who go later, as the rapid settlement of the country, with consequent cultivation and other improvements will cause a general increase in the price of land as compared with present figures.

During the past season (1882) 44,000 Immigrants arrived in Manitoba, with an aggregate of \$10,000,000 (£2,000,000).

The Canadian North-West, including Manitoba, is now recognised as the Great Wheat and Grain-Producing Country in the World. The Lands of the CANADA NORTH-WEST LAND COMPANY are situated in the most desirable parts of this fertile Country, and are offered at Low Prices, without Settlement or Cultivation Conditions.

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### Practical Information.

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A settler in Manitoba may commence on comparatively small capital; that is, enough to build one of the inexpensive houses of the country, to buy a yoke of oxen and a plough, his seed grain, and sufficient provisions to enable him to live for one year, or until his first crop comes in. With a little endurance at first, from this point he may attain to a position of plenty and independence. On the other hand, a settler may take with him to Manitoba or the North-West Territories considerable capital, and invest it in large farming operations, either in wheat-growing or stock raising, both of which he will probably find very profitable. The settler from older countries should be careful to adapt himself to those methods which experience of the country has proved to be wise, rather than try to employ in a new country those practices to which he has been accustomed at home. For instance, with respect to ploughing, or, as it is called, "breaking" the prairie, the method in Manitoba is quite different from that in the old country. The prairie is covered with a rank vegetable growth, and the question is how to subdue this, and so make the land available for farming purposes.

Experience has proved that the best way is to plough not deeper than two inches, and turn over a furrow from twelve to sixteen inches wide. It is especially desirable for the farmer who enters early in the Spring to put in a crop of oats on the first breaking. It is found by experience that the sod pulverizes and decomposes under the influence of a growing crop quite as effectually, if not more so, than when simply turned and left by itself for that purpose. There are also fewer weeds, which is of very great importance, as it frequently happens that the weeds which grow soon after breaking are as difficult to subdue as the sod itself. Large crops of oats are obtained from sowing on the first breaking, and thus not only is the cost defrayed, but there is a profit. It is also of great importance to a settler with limited means to get the crop the first year. One mode of this kind of planting is to scatter the oats on the grass, and then turn a thin sod over them. The grain thus buried quickly finds its way through, and in a few weeks the sod is perfectly rotten. Mr. Daley, near Bigstone City, in the vicinity of Bigstone Lake, sowed ten acres of oats in this way. He put two bushels and a peck to an acre. In the fall he harvested 420 bushels of oats, which he found to be worth enough to pay for the breaking and give him \$75 besides. This is a practical reported experience. There is also testimony from other farmers to similar effect.

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SIR ROSE PRICE.—“I can now substantiate from personal observation, all I have seen written about the country.”

Mr. PETER REDPATH of Montreal.—“The most sanguine anticipations as to the future of the country will be realised.”

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## Settlers now in the Canadian North-West

Consist of the better class of farmers from the eastern parts of Canada, many from England, Scotland, and Ireland, and a large number from the United States of America. There is also a number of Norwegian, Swedish, and German settlers, and there is a large settlement of Russian Mennonites and Icelanders, all of whom are doing well. There are many French, and a small number of Russian Jews who are now comfortably settled and contented. As a rule the people are of a respectable and orderly class.

### Municipalities.

The country is divided into municipalities as fast as settlement progresses sufficiently to warrant it. These municipal organizations take charge of roads and road repairs, there being no toll charges; and all matters of a local nature are administered by the reeve and council, who are each year elected by the people of the district.

### The School System

Is liberal and very effective. It is on the separate school system, and receives not only a very considerable grant from the local government, but there are also two sections in each township set apart by the Dominion Government, the proceeds of which when sold are applied to the support of schools. There is a superintendent to each section, and teachers are required to pass a rigid examination before they are appointed. A high class of education is therefore administered.

## Churches.

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Nearly all denominations exist and are in a flourishing condition, and where a settlement is not large enough to support a regular church there are always visiting clergymen to do the duty.

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## The Form of Government

Is practically the freest in the world. The people are the source of power. There is no hereditary aristocracy to bind society in class traditionalism. We have constitutional government—the most easy and rational arrangement between Republicanism and Monarchy—and every household has the franchise. The taxes are much lighter than in the other Provinces, in fact are such a mere nominal thing that they are not worth taking into account in an intending settler's calculations.

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MR. GUNN, of GLASGOW—"I believe that this portion of Canada has an immense future before it."

PROF. GOLDWIN SMITH—"The land of immeasurable promise."

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OATH OF ALLEGIANCE REQUIRED BY THE UNITED STATES.

DISTRICT COURT,
.....Judicial District. } State of.....
County of ..... }

I,....., do swear that I will support the Constitution of the United States of America, and that I do absolutely and entirely Renounce and Abjure for ever all Allegiance and Fidelity to every Foreign Power, Prince, Potentate, State or Sovereignty whatever, and particularly to Queen Victoria of Great Britlain and Ireland, whose subject I was. And further, that I never have borne any hereditary title, or been of any of the degrees of Nobility of the country whereof I have been a subject, and that I have resided within the United States for five years last past, and in this State for one year last past.

Subscribed and sworn to in open Court }
this..... day of.....18... } .....
.....Clerk.

No man can take up United States Government land unless he is prepared to subscribe to the above oath.

The System of Survey.

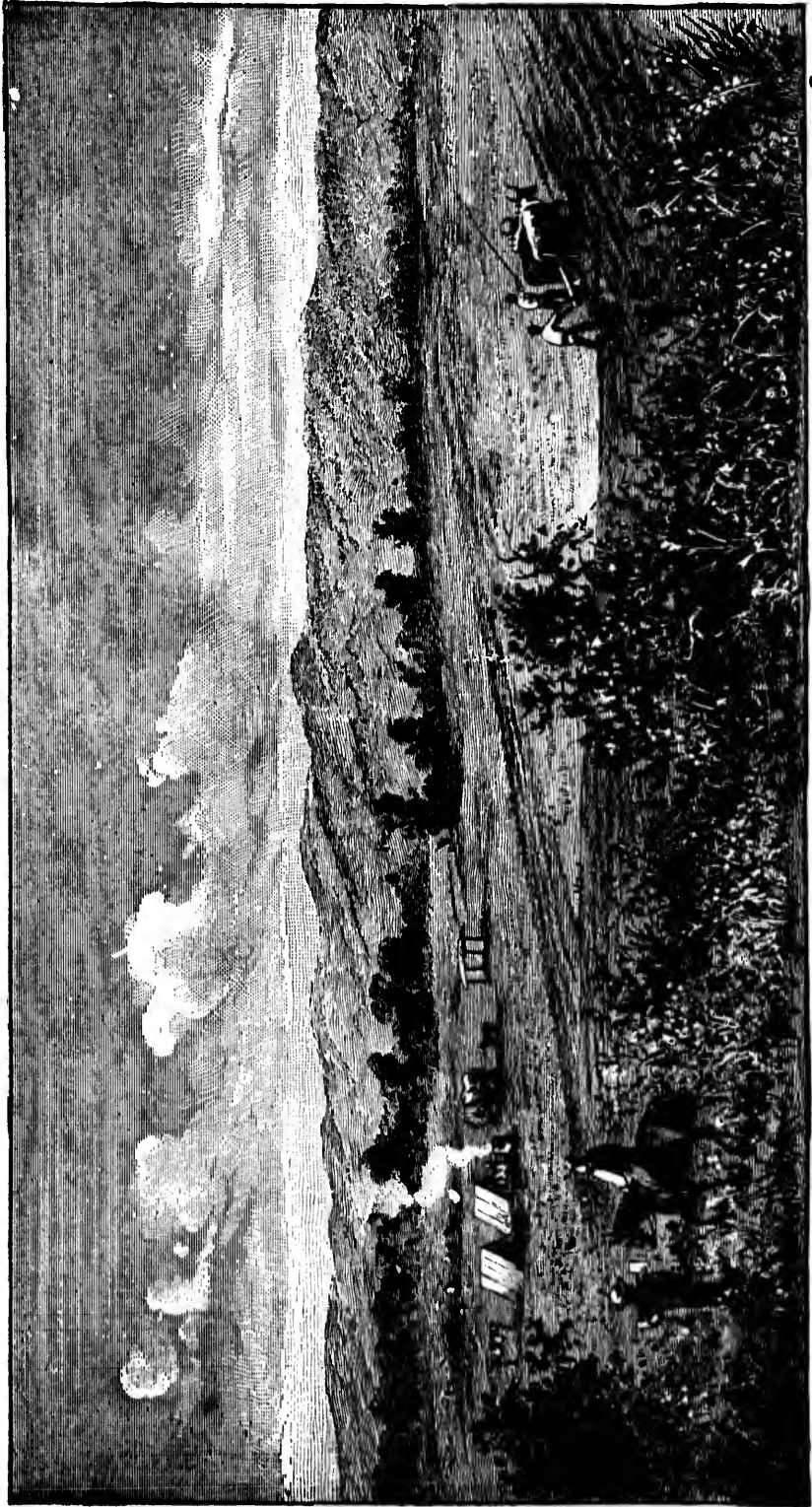
The Canadian North-West is laid off in townships six miles square, containing thirty-six sections of 640 acres each, which are again subdivided into quarter sections of 160 acres. A road

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The sections are apportioned as follows :—

OPEN FOR HOMESTEAD AND PRE-EMPTIONS.—Nos. 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 28, 30, 32, 34, 36.

BELONGING TO THE CANADIAN PACIFIC RAILWAY.—Nos. 3, 5, 7, 15, 17, 19, 23, 27, 31, 35.

SOLD TO THE CANADA NORTH-WEST LAND COMPANY BY THE CANADIAN PACIFIC RAILWAY.—Nos. 1, 9, 13, 21, 25, 33.

HUDSON BAY COMPANY'S LANDS.—Nos. 8, 26.

SCHOOL SECTIONS.—Nos. 11, 29 (reserved by Government solely for school purposes).

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REV. DR. POTTS: "I am profoundly impressed with the country. I believe the wildest dreams that have ever been conceived regarding this great North-West are bound to be realized."

## Government Lands.

### Homesteads, Pre-emptions and Wood Lots.

A "homestead," which is limited in extent to a farm of 160 acres, is a *free gift* from the Government on condition of three years' actual residence and cultivation; but a pre-emption entry, giving the right of priority of purchase at a future period of an additional tract of 160 acres, is also allowed to each homestead settler, who may fulfil the obligations attaching to the homestead grant.

A settler must commence residence within six months after entry, and may not absent himself from his homestead for a longer period than six months without special leave from the Minister of the Interior, to obtain which the application should set forth in plain terms the grounds upon which the indulgence is asked. The affidavit of the applicant would lend weight to his representations of the circumstances.

Only the *even-numbered sections* of a township can be taken up as homesteads and pre-emptions.

Settlers in townships where wood is scarce, or altogether wanting, are allowed to purchase "wood lots" not exceeding twenty acres in size, out of timbered land, in some adjacent locality reserved for the purpose. The price of wood lots is \$5 per acre.

Settlers are strictly forbidden to dispose of wood from off their homesteads, pre-emptions, or wood lots (previous to issue of patent) to saw-mill proprietors or any person other than an actual settler for his own use. Breach of this condition entails forfeiture of entries for all three, with other penalties.

While he faithfully performs the homestead conditions a settler enjoys the full rights of proprietorship, even previous to receiving patent. Non-fulfilment of conditions, however, renders the entries of homestead, pre-emption, and wood lot, subject to cancellation,

the right to hold the two latter claims being entirely contingent on actual performance of homestead obligations. On cancellation all improvements become forfeited to the Crown, and the ex-holder is prohibited from making a second homestead entry.

The title of all lands remain with the Crown till after the patent is issued. Unpatented lands are consequently not liable to seizure for debt, nor do they afford any security for obtaining credit or loans. In case a settler dies, the law allows his executors to fulfil the deceased's homestead obligation, that the estate may be secured to his heirs.

Any man over eighteen years of age, or any woman who is the sole head of a family, may take up a homestead ; but if a citizen of a foreign country, such settler is required to become a British subject, by naturalization, previous to issue of patent, which can be done under the law on completion of his or her three years' residence on the homestead.

## WOOD.

Although there are sections where wood is scarce, as a general rule there is a well regulated supply throughout the country. The plains abound with wood in clumps ; and in other parts there are tracts of forest so evenly interspersed that farmers can generally obtain a good wood lot in close proximity to their prairie farms, besides which the numerous rivers are invariably lined with wood on each bank.

Elder, oak, elm, maple (hard and soft), basswood, cottonwood, poplar, willow, white and red cedar, birch spruce, white ash, tamarack, cherry, balsam, ash, pine and other varieties are found in groves and in detached clumps all over the country.

During the summer of 1883 the railway will enter the forests of the Rocky Mountains, which contain some of the finest timber in the world—sufficient to supply the prairie region of the North West with lumber for all time. This, coupled with the development of



the coal district, will ensure a plentiful supply of cheap fuel and timber.

## COAL.

Coal is found above Edmonton and for some distance below that point; it has also been discovered on the Saskatchewan and Souris Rivers, and every indication points to the fact that it exists in large quantities. Recent tests have also shown that it is well adapted for the use of locomotives. In the Arthabaska district and in other parts of the Canadian North-West large deposits are known to exist, the quality being suitable for domestic purposes. In addition to this, the opening of the Canadian Pacific Railway to Thunder Bay, on Lake Superior, will now enable coal to be imported and sold in the Canadian North-West as cheaply as it is in the Western States of America.

## Stock Raising.

Manitoba and the Canadian North-West are destined to be among the leading stock-raising countries in the world.

The prairie hay has already become famous and its nutritious qualities have been acknowledged on all sides. In fact, stock-raising will, in the near future, rival the production of grain in the fertile belt. The eastern base of the Rocky Mountains, and the Peace River District especially, will become great fields for graziers to carry on an immense business in cattle, the wild grass in those localities being even of better quality than that found on the plains. The climate here is particularly well adapted to stock-raising, as cattle remain out all winter and feed themselves.

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Cattle-raising is already being prosecuted on a large scale in certain portions of the North-West Territory, the Marquis of Lorne, Governor-General of the Dominion of Canada, having on his recent tour through the country reported several large droves between Edmonton and the Rocky Mountains, and one drove numbering 7,000 head at Fort Calgary, the terminus of the prairie section of the Canadian Pacific Railway. Some of the ranches at the eastern base of the Rocky Mountains have as many as 15,000 to 20,000 head of cattle, and the business is yearly increasing. Cattle-raisers who have in the past wintered their herds south of the boundary line are now driving them into the North-West Territory, where the grasses are more nutritious, and the water, which abounds everywhere, remarkably pure. A very prominent feature of the cattle ranges of the Canadian North-West is the fact that very little snow falls, thus allowing cattle to graze through the winter. Recently a good deal of stock of approved breeds has been brought into Manitoba, and, as it has flourished as well as native stock, fancy stock breeding will in the future be among the most remunerative pursuits.

There are between forty and fifty different varieties of grasses, sedges and legumes in the North-Western prairies. The first point a farmer would note about this is the abundance of the foliage of nearly all the species. While the grasses of Eastern Canada are nearly all culm or stem, having most of them only one, two or three leaves, most of the North-Western grasses have from ten to twenty leaves. Of course this is an extremely valuable feature in grass, as the leaves are more easily digested than the culms.

Although it is now more than forty years since sheep raising was first introduced in the neighbourhood of the Red River, these animals have never been attacked by disease. Fleeces from sheep grown in Manitoba are, as a rule, heavy. The freedom from disease is doubtless due, to a great extent, to the dry atmosphere. Sheep thrive equally well all through the Canadian North-West.

The raising of horses and cattle will undoubtedly prove one of the chief industries.

## Testimony of One Hundred and Fifty- Three Farmers.

The Department of Agriculture has published a statement respecting the suitability of Manitoba as a place for settlement, based upon the answers of 153 farmers, whose names and addresses are given, and to whom reference may at any time be made. A copy of this statement in pamphlet form, entitled "What Farmers Say," will be furnished post free by any of the agents of the Canadian Government on application by letter. These farmers testify:—

(1) That both the country and the climate are healthy.

(2) That the soil is exceptionally rich, there being a black loam from one to four feet in depth, resting on a clay sub-soil; and that this soil yields good crops without manure.

(3) That they have found no difficulty in getting wood and water for the purposes of their farms, but that sawn lumber is found to be at present dear.

(4) That the prairie hay, which is very nutritious for feed, can be obtained in illimitable extent for merely the cutting and drawing.

(5) That the effect of the winter is not unfavourable on cattle.

Thirty-seven farmers testify that Indian corn can be ripened. Eighty-nine testify to an average yield of wheat per acre, of  $26\frac{3}{4}$  bushels in 1877, of  $26\frac{1}{3}$  in 1878,  $26\frac{3}{4}$  in 1879, and of  $29\frac{1}{3}$  bushels in 1880. The weight of this wheat is very heavy, being from 63 to 66 lbs. per bushel.

One hundred and fifteen farmers testify to the yield of oats per acre, namely, in 1877,  $59\frac{1}{4}$  bushels; in 1878,  $59\frac{3}{4}$  bushels; in 1879, 58 bushels, and  $57\frac{3}{4}$  bushels in 1880.

In barley the testimony of one hundred and one farmers gives an average yield of  $37\frac{3}{4}$  bushels per acre in 1879, and 41 bushels in 1880.

Twenty-one farmers testify to the yield of peas per acre, giving an average of 32 bushels in 1877, 34 bushels in 1878,  $32\frac{1}{4}$  in 1879, and  $38\frac{1}{2}$  bushels in 1880. Some of the yields of peas were very much larger and some smaller than these averages, the yields evidently depending on the farming.

Ninety-two farmers testify to an average yield of 318 bushels of potatoes per acre in 1880. W. H. J. Swain, of Morris, has produced 800 to 1,000 bushels of turnips to the acre, and 60 bushels of beans have also been raised by him per acre; S. C. Higginson, of Oakland, has produced cabbages weighing  $17\frac{1}{2}$  lbs. each; Allan Bell, of Portage La Prairie, has had cabbages 45 inches around, and turnips weighing 25 pounds each; Thos. B. Patterson has realised 40 tons of turnips to the acre, some of them weighing as much as 20 pounds each; Robt. E. Mitchell, of Cook's Creek, raised a quash of six weeks' growth measuring 5 feet 6 inches around the centre; Wm. Moss, of High Bluff, has produced carrots weighing 11 pounds each, and turnips measuring 36 inches in circumference; James Airth, of Stonewall, states that the common weight of turnips is 12 pounds each, and some of them have gone as high as  $32\frac{1}{2}$  pounds; Isaac Casson, of Green Ridge, has raised 270 bushels of onions to the acre; John Gedâcs, of Kildonan, states that he has raised 300 bushels of carrots and 800 bushels of turnips per acre; John Kelly, of Morris, has produced from 800 to 1,000 bushels of turnips to the acre; Joshua Appleyard, of Stonewall, also states his crop of turnips to have been 1,000 bushels per acre, the common weight being 12 pounds each; Ed. Scott, of Portage La Prairie, raised 400 bushels of turnips from half an acre of land; W. H. J. Swain, of Morris, had citrons weighing 18 pounds each; Francis Ogletree, of Portage La Prairie, produced onions measuring  $4\frac{3}{4}$  inches through the centre; A. V. Beckstead, of Emerson, gives his experience as follows:—Mangel wurtzel weighing 27 pounds each, beet weighing 23 pounds each, cabbage weighing 49 pounds each, onions each

1½ pounds in weight ; W. B. Hall, of Headingly, has raised carrots 3 inches in diameter, beets weighing 20 pounds each, and gives the weight of his turnips generally at 12 pounds each ; Philip McKay of Fortage La Prairie, took 200 bushels of turnips from one quarter of an acre of land, some of them weighing 25 pounds each ; he has produced carrots 4 inches in diameter and 14 inches long, has had cabbages measuring 26 inches in diameter solid head, and 4 feet with the leaves on, his onions have measured 16 inches in circumference, and cauliflower heads 19 inches in diameter ; James Lawrie & Bro., of Morris, have produced turnips 30 inches in circumference, onions 14 inches, and melons 30 inches ; they had one quash which measured about the same size as an ordinary flour barrel ; James Owen, of Pointe du Chene, had turnips 30 pounds each, onions 14 inches around, and cucumbers 13 inches long ; Neil Henderson, of Cook's Creek, has raised 1,000 bushels of turnips to the acre, carrots 5 inches in diameter and 18 inches long, while his onions have frequently measured 5 inches through ; Jas. Bedford, of Emerson, has raised 1,000 bushels of turnips to the acre. It must be remembered, moreover, that none of the farmers mentioned above used any special cultivation to produce the results we have described, and out of nearly 200 reports which we have received from settlers concerning the growth of roots and vegetables in the Canadian North-West, not one has been unfavourable.

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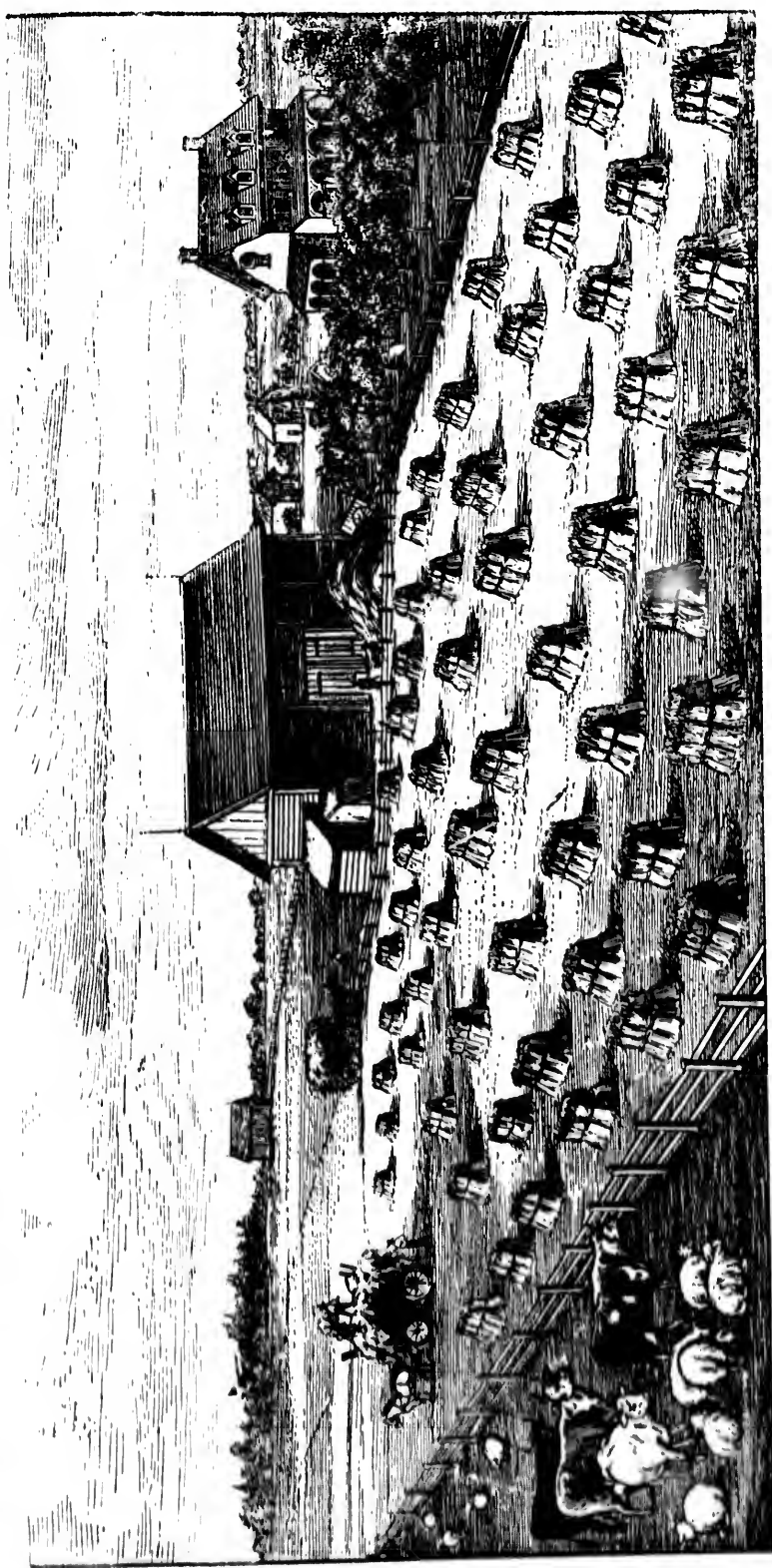
### The Canadian Pacific Railway.

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The Canadian Pacific Railway runs continuously through Canadian Territory, from Montreal in Lower Canada, across the continent to Port Moody in British Columbia. The main line will be 2,906 miles in length, and with branches now under construction of 400 miles, the total mileage will be 3,306 miles either now built or

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building. 1,730 have already been built and equipped, and in August, 1883, there will be through communication over the Canadian Pacific Railway from Montreal to Winnipeg and the foot of the Rocky Mountains, except over Lake Superior (the largest body of fresh water in the world) over which the Company will operate their own powerful steamships, a distance of 370 miles.

In five years the road will be completed from the Atlantic to the Pacific.

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*WHEN AND HOW TO GO*

TO THE

**NORTH-WEST.**

FROM BRITISH PORTS TO CANADIAN PORTS.

STEAMSHIP LINES AND RAILWAY CONNECTIONS.

**ADVICE ABOUT SAILING.**

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A Chapter of General Information for  
the Immigrant.

Wherefore come on, O young husbandman;  
Learn the culture proper to each kind.

—VIRGIL.

The time has long since gone by when it was a question whether the man of limited means, with a family and but poor prospects in the Old World, could better his condition by going to the New



World and striving to build up a home and a competence for himself and his family. There is no longer a question about his being able to do so; it is certain that any man who is able and willing to work, and who has any experience or adaptability for agricultural pursuits, can, in the course of a few years, build up a better and more prosperous future in the thinly-settled Provinces of Canada than he can in the over-populated districts of England, Scotland or Wales. Thousands have tried the experiment during the last quarter of a century and practically proved its success by securing comfortable homes in a comparatively short time, and thousands are yearly following in their footsteps encouraged by their success, and frequently helped by remittances from those who have done so well as to be able not only to support themselves comfortably, but to assist others who were left behind. The question now-a-days, therefore, is not whether to come to Canada or not, but when to come and how best to get there, and this chapter is intended as a guide to those who have determined to try their fortunes in the largest, most important, and most flourishing colony of the British Empire. First, let us say a word as to

#### Who should come to the Canadian North-West.

It must always be borne in mind that Canada is essentially an agricultural country. Although we have immense forests, prolific fisheries, and almost inexhaustible mineral wealth, still our rich soil, splendid pasture-lands and magnificent wheat-producing prairies are the very backbone of the country, and agriculture is yearly becoming more and more the staple industry of the country; therefore, the "tillers of the soil" are the class who are most needed here, and who are most certain of achieving success by steady industry. The agricultural resources of Canada are practically limitless, for in the vast prairies of the North-West we have a country, capable of producing the finest wheat in the world, which far exceeds in extent all the wheat-producing territory of Europe combined; and almost the whole of this bounteous heritage is as yet

untouched by the plough or harrow, and awaits the hand of man to burst forth into smiling crops of plenty. To the farmer, then, Canada offers the greatest inducements, but there is also scope for the labourer, the mechanic and the artizan, and the demand for these latter will increase as the country grows in prosperity and our manufactures become more thoroughly developed. The class which is most needed and surest of success is the tenant farmer with some capital, or those who have some means and are inclined to adopt farming pursuits. The immigrant who has a couple of hundred pounds or so to begin with, starts under favourable circumstances which cannot fail to lead him to competency in ten or fifteen years, if he is steady and industrious.

#### How and when to come.

In answer to the first we would say come by one of the steamship lines from Liverpool or Glasgow direct to Canada, landing at Quebec and thence pursuing his journey by rail to Manitoba or the North-West. The lines of steamers running direct to Canada are the Allan from Liverpool and Glasgow; the Dominion Line, from Liverpool, and the Beaver Line from Liverpool. All these companies have local agents in many parts of England, Scotland and Ireland.

#### The Steerage

has lost nearly all the horrors which it entailed twenty-five or thirty years ago, when the trip had to be made by sailing vessels; the passengers had to furnish and cook their own provisions, and were huddled together like sheep in a pen without the slightest attempt at either decency or comfort. Now the various steamships bringing passengers to Canada have large and convenient steerages divided into compartments, one for married couples and families, another for single men, and a third for single women; the company furnishes three good meals a day, consisting of meat, vegetables, bread and

butter, coffee, &c., and there are a number of attendants to look after the comforts of the steerage passengers, besides a doctor to attend to their ailments. A separate sleeping berth is provided for each passenger.

### The Time to Emigrate.

Generally speaking, the best time to emigrate is in the very early spring for all classes of agriculturists. The agricultural labourer will then find his services in demand with the busy time that always comes during the seed-time in Canada ; and the agriculturist who intends to take up land for himself will arrive at the beginning of the season's operations. The agriculturist who goes to Manitoba may, by getting in a crop of oats or potatoes during the month of May or the first week in June, contribute greatly to the support of himself and family during the first year. Or, again, if the agricultural labourer arrives in summer, about harvest time, he will find great demand and high wages for his services during the harvest months ; and he will have no difficulty in getting on well from this point.

The farmer, too, who desires to take up land, if he comes in the summer time, may see the crops growing, and may thus have an opportunity to choose at leisure the most advantageous location. In Manitoba and the North-West, too, the summer and autumn months are the best for moving about the country in search of land ; or, as it is commonly called, "land-hunting," for a suitable spot on which to settle. Having selected it, he may proceed to erect his house, and make his preparations for living over the winter ; and, if he has means to do this, he may make his start with great advantage in the spring from being on the spot.

Common labourers and railway labourers, or navvies, may find work during any of the open months—that is, in spring, summer, and autumn ; and a great deal of work is now done in winter time by this class of labourers, particularly where rock-cutting and blasting are necessary ; and there is also other work now done in

the winter. Labourers of this kind will, as a rule, find their services most in demand in the open months, while the demand for them in the winter months will be much more limited. It is better, therefore, for labourers of this class to come during the summer months.

As respects mechanics connected with all the building trades, the same remarks apply. Very large numbers of buildings will be erected in Manitoba and the North-West, for some time to come, in consequence of the rapid extension of railways, and the necessary building connected with them, and also in consequence of the very rapid settlement which is taking place in the North-West.

Other mechanical operations connected with machinery, all branches of metal working and carriage-making, being conducted indoors, employ labour at all seasons of the year. The demand in these branches has not any limit of seasons.

*Female Domestic Servants* may come during any month of the year, either winter or summer. There is a steady and great demand for this class at all seasons, and it is likely to continue, especially in view of the very great extent of territory which is being settled in the North-West, and the excess of males over females in the population.

The first general advice to be given to the intending emigrant before he starts, or the immigrant after arrival, is that he should apply to the nearest agent of the Canadian Government for any information or advice that he may desire to obtain.

The following is a list of the Canadian Government Agents, including the High Commissioner:—

LONDON .....SIR ALEXANDER T. GALT, G.C.M.G., &c., High Commissioner for the Dominion, 10, Victoria-chambers, London, S.W.

Mr. J. COHNER, Secretary, High Commissioner's Office, (Address as above.)

LIVERPOOL ...Mr. JOHN DYKE, 15, Water-street.

GLASGOW .....Mr. THOMAS GRAHAME, St. Enoch-square.

BELFAST .....Mr. CHARLES FOY, 29, Victoria-place.

DUBLIN .....Mr. THOMAS CONNOLLY, Northumberland House.

BRISTOL.....Mr. J. W. DOWN, Bath Bridge.

Information and pamphlets may also be obtained in many instances from the agents of the Steamship Companies. Many of these are supplied with pamphlets, maps, and reports, issued by the Canadian Government. In Canada the Government has agents at the principal points throughout the country. The following is a list :—

QUEBEC .....Mr. L. STAFFORD, Point Levis, Quebec.  
 TORONTO ..Mr. J. A. DONALDSON, Strachan-avenue, Toronto, Ontario.  
 OTTAWA ...Mr. W. J. WILLS, Wellington-street, Ottawa, Ontario.  
 MONTREAL Mr. J. J. DALEY, Bonaventure-street, Montreal, Province  
 of Quebec.  
 KINGSTON...Mr. R. MACPHERSON, William-street, Kingston, Ontario.  
 HAMILTON Mr. JOHN SMITH, Great Western Railway Station,  
 Hamilton, Ontario.  
 LONDON .....Mr. A. G. SMYTH, London, Ontario.  
 HALIFAX ...Mr. E. CLAY, Halifax, Nova Scotia.  
 ST. JOHN ...Mr. S. GARDNER, St. John, New Brunswick.  
 WINNIPEG ...Mr. W. C. B. GRAHAME, Winnipeg, Manitoba.  
 EMERSON ...Mr. J. E. TETU, Railway Station, Emerson, Man.  
 BRANDON ...Mr. THOS. BENNET, Office at the Railway Station,  
 Brandon, Man.

Other agents will be appointed, for the North-West as the opening up of the country requires them.

At all of the above-mentioned places there are offices and stations, at which all immigrants may rest and obtain temporary accommodation and comfort upon their arrival.

### Ocean Fares and Best Way to Reach Canada.

Of course the intending emigrant will find out the days of sailing of the steamships by the hand-bills or advertisements which are now so very generally published; and he will also find by the same means the rates of passage—cabin, intermediate and steerage. The assisted passages are afforded to labourers and certain classes of mechanics and agriculturalists, and are confined to the steerage, and do not apply to either the intermediate or saloon passage. Application should be made to any Government agent for information respecting the rates of assisted passages and the conditions necessary to obtain them.

The saloon passage includes stateroom and all provisions. The intermediate passage includes provisions, beds, bedding, and all necessary utensils. The steerage includes a plentiful supply of cooked provisions, but steerage passengers must provide their own beds and bedding, and eating and drinking tins. The outfit for a steerage passage is as follows:—one mattress, 1s. 8d.; one pillow, 6d.; one blanket, 3s. 6d.; one water can, 9d.; one quart mug, 3d.; one tin plate, 3d.; one wash basin, 9d.; one knife and fork, 6d.; two spoons, 2d.; one pound marine soap, 6d.; one towel, 8d.;—total, 9s. 6d. The whole of these articles can be obtained of any outfitter in Liverpool at one minute's notice.

These articles may now, however, be hired at a merely nominal rate from some or all of the Steamship Companies.

All children above the age of twelve years are considered adults and charged full price. All children under twelve, and over one year old, are charged half-price; infants in arms being charged 10s. 6d. stg. Children, under the ocean adult age, have special rates made for them in the assisted passages of the Canadian Government.

The steerage passengers being so well provided with food on the steamships of the principal lines, need not think of providing themselves with any kind of provisions. If they should be sick, they will be attended to by the ship's doctor, and supplied with medical comforts.

#### About buying Tickets.

Generally, the intending emigrant will do well to put himself in communication with the agent of the steamship line by which he has made up his mind to sail, living either at or near the place where he resides. He will generally get all information from such agent, regarding the rates of passage, steamship outfit, and deposit to be made for securing his passage.

An emigrant is generally advised to take his ticket to his place

of destination, if that is fixed, as he will thereby be saved from the trouble of getting another ticket at the port of arrival ; and in the case of assisted tickets, the lowest railway fares are added in the fares given by any of the agents of the steamship companies, either in taking an ordinary steerage ticket or an assisted passage.

Canadian assisted passages are only afforded by steamships sailing to Canadian ports.

The prices of all ocean passage tickets are generally very widely advertised in the newspapers, and by means of handbills, etc. Immigrants should avoid trusting touters and bad characters, who very often loiter about shipping offices ; and should take care only to have dealings with the regular agents of the steamship companies or the agents of the Government.

Agriculturists in search of land, and specially those going to the North-West, should be very careful how they receive the glowing representations which are made to them by agents of land companies, who will waylay them at many points on their journey, and particularly in passing through some of the Western States. An immigrant bound for Manitoba should persevere, in spite of all representations or misrepresentations, in going to see for himself.

#### During the Passage.

As soon as the emigrant gets on board the steamship, he should make himself acquainted with the rules he is expected to obey whilst at sea. These are generally printed and hung up in the steerage. He should do his best to carry them out ; to be well-behaved, and to keep himself clean. He will thus add not only to his own health and comfort, but to that of those around him. If he should have any grievance or real cause of complaint during the passage, he should of course make it known to the Captain, who will naturally seek to have justice done, as well for his own interest as for that of his ship and his employers.

The master of the ship is responsible for any neglect or bad



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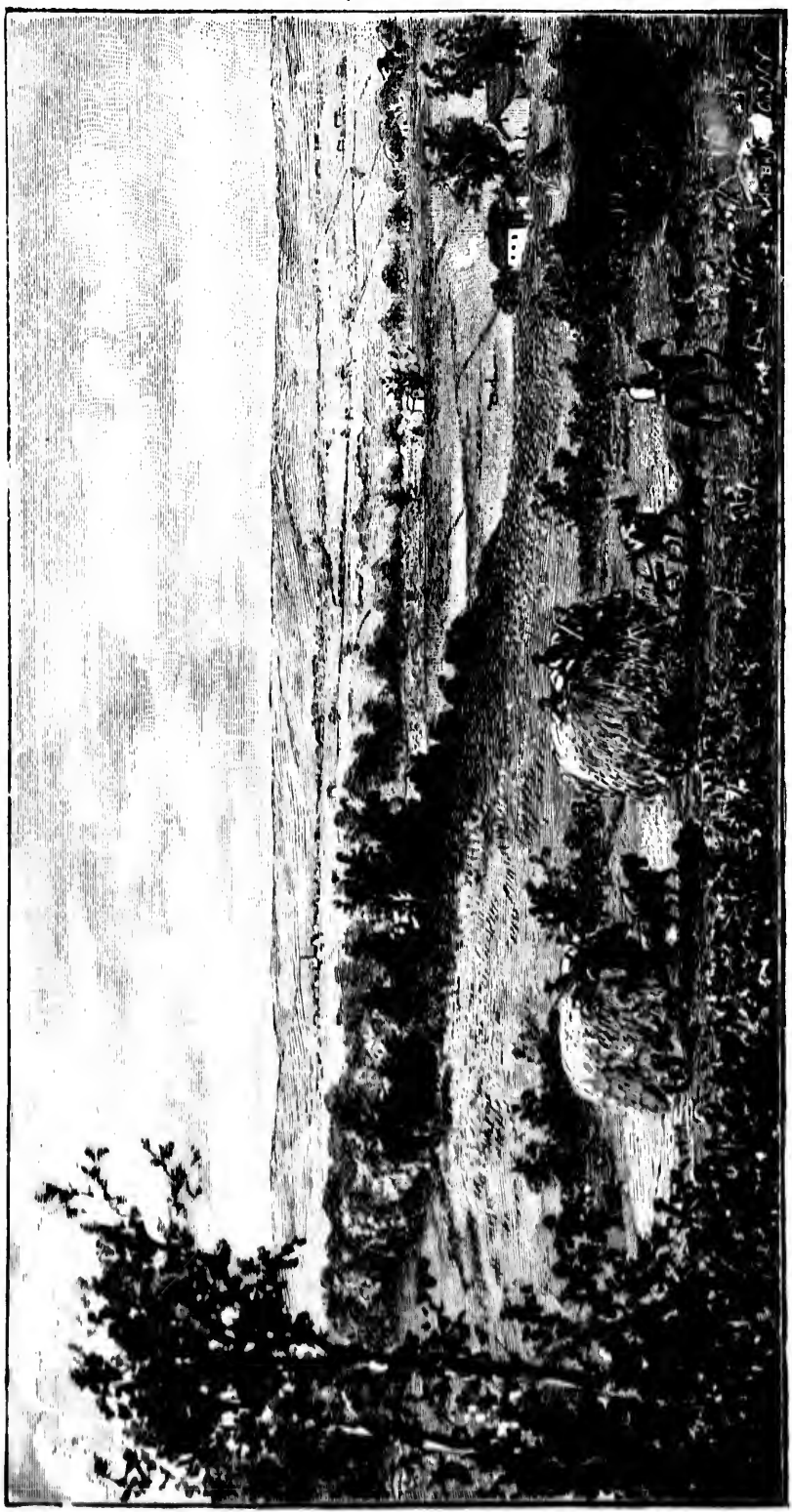
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conduct on the part of the stewards or any officers of the crew. All steamships carrying emigrants have doctors on board, and in case of sickness, any emigrants will receive medical care, and medicine, with such comforts as may be considered necessary by the doctor.

The large steamships have stewardesses to look after the female portion of the steerage passengers, who have separate and isolated accommodation in the better class of steamers; a necessary precaution where large numbers of both sexes are carried within a limited space.

Mechanics and artisans will of course bring the special tools for their special trades and pursuits; but they must bear in mind that there is no difficulty in buying any ordinary tools in Canada at reasonable prices, and that it is better to have the means of purchasing what they want after they reach their destination, than to be hampered with a heavy lot of luggage on their journey, causing them trouble and expense. As a general rule, the tools made in America are lighter and better adapted to the needs of the country than those made in the Old Country.

### Money.

In bringing out money from the United Kingdom, it is better to get a bill of exchange or a bank letter of credit for any large sum, as then there is no danger through its being lost. Any smaller sums are better brought in sovereigns or half-sovereigns, as far as possible, rather than in silver or bank-bills. Even Bank of England bills are subject to the rate of exchange, which may vary, and not always in favour of the immigrant. But gold sovereigns and half-sovereigns have always their absolute par value, which is fixed by law. On silver coins—shillings, florins, half-crowns, etc.—the immigrant will lose. Take the shilling, for instance. Although it freely passes for the one-twentieth of a pound in England, it is not really worth that proportion, it being only what is called a "token," and not a legal tender, except for small change, or in sums under £2, and in Canada

it is only taken for what it is worth. Still, what silver the emigrant brings had better be in shillings.

### Practical Suggestions for Intending Settlers.

In view of a certainty that an influx of population into Manitoba will be the most marked feature of the immigration movement for many years to come, it is advisable to furnish particular directions respecting it in this place, at the risk of some repetition of information in previous pages of this book.

The previous directions how to go, and what routes to take, from the United Kingdom, or the continent of Europe, are common to all immigrants; and all assisted passages to Canadian ports and facilities afforded to immigrants are common to those going to Manitoba. The word "Manitoba," in this particular, being also intended for the Canadian North-West, Manitoba being the Gateway.

Any intending settlers in Manitoba arriving at United States ports—either Boston or New York—should, if they have not already procured through tickets, at once get them to the point of destination without suffering themselves to be influenced, and probably misled, by specious misrepresentations made to them by persons interested in the sale of American railway lands. They should persist in proceeding to their destination, to judge of the facts for themselves. From New York to Boston the tickets should read *viâ Chicago and St. Paul to Winnipeg.*

### Luggage.

The attention of emigrants cannot be too particularly directed to everything about their luggage. In the first place it is very desirable that they should not encumber themselves with unnecessary articles, as these, besides causing them a great deal of trouble, may in the end cost a great deal more than they are worth.

On all the steamship bills the passenger will find stated how

many cubic feet of luggage he can take with him on board the steamship. Cabin passengers are allowed 20 cubic feet, intermediate passengers 15 cubic feet, and steerage passengers 10 cubic feet of luggage free. It may, however, happen that the number of cubic feet of luggage which the steamship will allow is very much heavier than the 150 lbs. in weight allowed to each passenger on the Western railways.

The railways in the older Provinces of Canada are very liberal in dealing with emigrants' luggage, and will let pass anything that is not very much out of the way. On the Western railways, however, the luggage is weighed, and high freight rates are charged for all luggage in excess of 150 lbs. weight per passenger. A family or party going together, however, may have their luggage all weighed together, and no charge made unless there is an excess above an average of 150 lbs. for each. Many heavy lumbering things sometimes carried by immigrants are not worth paying the excess of freight for, and can be better and more cheaply purchased on arrival at their destination. The luggage, and boxes or trunks of every passenger should be plainly marked with his name and destination.

All heavy luggage and boxes are stowed away in the hold, but the emigrant should put in a separate and small package the things he will require for use on the voyage. These he should keep by him and take into his berth.

Emigrants sometimes suffer great loss and inconvenience from losing their luggage. They should, therefore, be careful not to lose sight of it until it is put on shipboard. It is then perfectly safe. Upon arrival at Quebec it will be passed by the Customs officers and put into what is called the "baggage car" of the railway train, where it is "checked" to its destination. This means that there is attached to each article a little piece of metal with a number stamped on it, while a corresponding piece similarly numbered is given to the passenger to keep until his destination is reached. The Railway is then responsible for the safety of his luggage, and will not give it up until he shows his "check." This custom has great safety as well as convenience.

After arrival at Quebec or Halifax, however, the immigrant should see that his luggage is with him on the same train ; and if he is going to the North-West *via* the United States, he must see that it is passed by the United States Custom Officers there, and again put on the train. Many have suffered great loss from not taking this precaution, their luggage having been left behind.

#### What to Take.

The emigrant should take with him as good a supply of clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house-linen, &c., are generally cheaper in England than in Canada. Generally, all bedding should be taken, and the covers and ticks of the beds, but not the materials with which they are stuffed, as these would be too bulky, and can readily be obtained on arrival.

Many of the little household necessities which the emigrant possesses he might do well to bring, and they may prove very useful ; but still it is advisable to consider well the weight and bulk, and how far it is worth while.

Articles of household furniture, crockery, stoves, or heavy articles of hardware, should be left behind or sold, except in some circumstances for special reasons which the emigrant will consider. It must be borne in mind that such articles are very liable to breakage, especially on long railway journeys to the West.

Agricultural labourers should not bring any of their tools with them, as these can easily be got in Canada, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable for Canada.

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## Cities, Towns and Villages.

It is unnecessary in a work of this kind to go into an elaborate description of the principal cities and towns which have so suddenly sprung into existence in the Canadian North-West, although many of these communities by their magical development and rapid progress have surprised the world and are phenomenal even in the history of the Great West. Many chapters might be devoted to recording the extraordinary strides made in commercial circles by the chief trade centres, but it will be sufficient for the purposes of our pamphlet to give the reader a general glance at leading markets.

### Winnipeg.

This enterprising city is the metropolis of the North-West, and during the time of its existence has outstripped all rivals in the West in growth and advancement. In 1870, the then hamlet numbered some 200 souls ; in 1874 it was incorporated as a city with a population of 6,000. In 1881, there were 15,000 people in the city, but wonderful as has been the progress of the prairie city for eight years of its existence, the gigantic strides during 1882 totally eclipsed the previous advance in population, for we find the city now with a thriving host of nearly 30,000 souls. Some further idea of the growth of Winnipeg may be had from the following figures, taken from the assessment roll for 1882 :—

WARD.	1881.	1882.	INCREASE.
South .....	\$3,374,880	\$10,467,150	\$7,095,270
North .....	1,923,820	8,103,870	6,180,050
West .....	2,257,385	7,780,300	5,522,915
East .....	1,040,350	4,080,950	2,440,600
	<u>\$9,196,435</u>	<u>\$30,432,270</u>	<u>\$21,235,835</u>

The Assessment is divided—Real estate \$25,154,900 ; buildings, \$3,277,550 ; personal, \$2,090,270.

No less than seven lines of railway now centre in Winnipeg, which has become the doorway and chief distributing point between the East and the vast prairie region of the North-West.

### Portage La Prairie,

Situated on the Assiniboine River, and on the line of the Canadian Pacific Railway, is the next city of importance in the western section, and is about sixty miles distant from Winnipeg. It has grown very rapidly, and in ten years it has gained a population of 5,000. There are many fine buildings, and the city is surrounded by a magnificent country closely settled by prosperous farmers.

### Brandon,

The next point on the main line of the C. P. R., was laid out in 1881, and now boasts upwards of 4,000 souls. This equally phenomenal western city is also surrounded by a fine farming country, well settled, and is certain to become important and thriving.

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### Other Towns.

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Following these trade centres, which even now are only in their infancy and give great promise of increasing with as great rapidity as heretofore, there are numerous other town sites which have been laid out along the line, and are already absorbing a considerable portion of the in-going population, offering fine opportunities for almost every trade and business enterprise. These sites have been selected in the most advantageous positions, and will therefore be

surrounded by an excellent farming country. Among the most important may be mentioned

**VIRDEN**, a very promising town site, favourably located and with excellent prospects of becoming a town of considerable importance. Although only a few months in existence, there is already the nucleus of a thriving village.

**BROADVIEW**, although only laid out a few months ago as a town, is already making rapid strides in building operations. It has a fine station. Quite a number of stores and dwellings were erected there last summer. Broadview is also happily situated in the centre of a good agricultural tract of country, and is the end of a Railway division where the railroad shops will be located shortly.

**QU'APPELLE** is destined to become one of the most flourishing centres in the Canadian North-West, owing to its close proximity to a splendid tract of fine agricultural land lying in the now famous "Qu'Appelle Valley." As a distributing point Qu'Appelle will be a most important station on the Canadian Pacific Railway, as the country surrounding it is being rapidly settled by the very best class of farmers.

**REGINA**, the new city of the plains and future capital and metropolis of the North-West Territory, is situated in the centre of, probably, the richest wheat lands in the North-West. A broad and deep creek containing the very best quality of water runs through the site, and the gentle slope of the land will give it the very best drainage facilities. Here the Government buildings of the territory and the Governor's residence are to be erected immediately. It is the headquarters for the mounted police, and large and commodious buildings have been erected for their accommodation. From the position of Regina in the very centre of the great Prairie Region it is destined to become the chief distributing point for all that vast territory.



## Postal Matters.

In a new country where towns, villages, and settlements spring into existence almost in a few weeks, a Post-office is about the first institution petitioned for, and the Dominion Government have put forth every effort to supply new settlers with mail facilities. The subjoined is a complete list of Post-offices in the Canadian North-West, together with a few official rules and suggestions, which will be found especially useful to those new to the country.

The names of places printed in *italics* are money order offices.

Those having the \* are on the line of the Canadian Pacific Railway.

Those with a † have a regularly located office of the Canada North-West Land Company.

### Post Offices in the Province of Manitoba, arranged according to Electoral Districts.

#### LISGAR.

Assiniboine	Greenwood	Stonewall*
Balmoral	Hanlan	Springfield
Bird's Hill*	Kildonan	St. Francois Xavier
Clandeboye	Lower Fort Garry	St. Laurent
Cook's Creek	Middle Church	Stoney Mountain*
Dundee	Oak Bank	Sunnyside
Dynevor	Peguis	Victoria
East Selkirk**	<i>Selkirk*</i>	Woodlands
Foxtan	St. Andrew's	

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## MARQUETTE.

Alexandria	Holland	Poplar Heights
Archibald	Indian Ford	Poplar Point
Beaver Creek	Lake Frances	<i>Portage la Prairie*</i>
Beaconsfield	Lintrathen	Preston
Beulah	Littleton	Rapid City
Birtle	Marney	Richmond
Blake	Marringhurst	Rosburn
Blumenort	McGregor	Rothwaite
Blythefield	Meadow Lea	Ruttanville
Bridge Creek	Meni	Salisbury
Burnside*	Minnedosa	Salterville
Cadurcis	Minnewashta	Shell River
Calf Mountain	Montrose	Shoal Lake
Camille	Mountain City	Sidney
Cambellville	Neepawa	Silver Creek
Carberry*	Nelsonville	Silver Spring
Carman	Newdale	Snow Flake
Clanwilliam	Nehaven	Somerset
Clearwater	Norquay	Stodderville
Creelford	Oakburn	Strathclair
Crystal City	Oak Lake†	Swan Lake
Darlingford	Oakland	St. Leo
Eden	Oak Point	Thornhill
Elton	Oak River	Toddburn
Fairview	Oberon	Treherne
Fort. Ellice	Odanah	Totogon
<i>Gladstone</i>	Osprey	Viola Dale
Glendale	Olive	Warrington
Glenora	Ossowa	Wellington
Golden Stream	Pembina Crossing	Wellwood
Griswold	Petrol	Westbourne
Hamilton	Pigeon Lake	Woodside
Kingsley	Pilot Mound	Wheatland
High Bluff*	Pomeroy	

## PROVENCHER.

Arnaud*	<i>Morris</i>	St. Boniface
Clear Springs	Naas	St. Norbert*
Dominion City*	Niverville*	St. Pie
<i>Emerson*</i>	Otterburne*	St. Vital
Gauthier	Rat River*	St. Jean Baptiste
Green Ridge	Ridgeville	West Lynne
La Broquerie	Ste. Anne	
Letellie	Ste. Agathe	

## SELKIRK

Argyle	Loretto	Roseberry
<i>Brandon*†</i>	Lorne	Sewell
Brandon Hills	Lothair	Souris
Brookdale	Millford	Sourisburg
Deloraine	Millbrook	Souris Mouth
Desford	Mowbray	St. Charles
Grand Valley	Prairie Grove	St. James
Glendenning	Plympton	Turtle Mountain
Gopher Creek	Pultney	Virden*†
Headingly	Rhineland	Wakopa
Langvale		

## WINNIPEG.

*Winnipeg.\**

## Territorial Divisions.

The extensive range of country lying between the western limits of the Province of Manitoba and the eastern boundary of British Columbia, has been formed into four Territorial Divisions, named Assiniboia and Saskatchewan, immediately contiguous to Manitoba, and Alberta and Athabasca further west, and between the other two Divisions and British Columbia.

### District of Assiniboia.

This district comprises an area of about 95,000 square miles. It is bounded on the south by the International Boundary line, on the east by the western boundary of Manitoba, on the north by the 9th Correction Line of the Dominion Lands System of Survey into Townships, which is near to the 52nd parallel of latitude. On the west it is bounded by the line dividing the 10th and 11th ranges of townships west of the 4th initial meridian of the Dominion Lands Survey.

### District of Saskatchewan.

This district comprises about 114,000 square miles, bounded on the south by the District of Assiniboia, and the northern boundary of the Province of Manitoba; Winnipeg with a part of Nelson River forms its eastern boundary; on the north it is bounded by the 18th Correction Line on the Dominion Lands System of Survey, and on the west by the line of that system dividing the 10th and 11th ranges of townships west of the fourth initial meridian.

### District of Alberta.

This district comprises an area of about 100,000 square miles, bounded on the south by the International Boundary; on the east by the district of Assiniboia; on the west by the Province of British Columbia, at the base of the Rocky Mountains; and on the north by the 18th Correction Line before mentioned, which is near the 55th parallel of latitude.

### District of Athabasca.

This district comprises an area of about 122,000 square miles, bounded on the south by the district of Alberta; on the east by the line between the 10th and 11th ranges of the Dominion Land Townships before mentioned, until in proceeding northwards, that line intersects the Athabasca River; then by that river and the Athabasca Lake and Slave River to the intersection of this with the northern boundary of the district which is to be the 32nd Correction Line of the Dominion Lands Township System, and is very near the 60th parallel of north latitude, and westward by the Province of British Columbia.

Letters and other mail matters therefore intended for any settlement or place in the North-West country thus divided, should be addressed to the Territorial Division in which it may be situated.

As Winnipeg, however, is the distributing Post Office for the whole region such letters, &c., should invariably have "*via* Winnipeg" part of the direction.

### Post Offices in the North-West Territories.

#### ASSINIBOIA.

Broadview †	Moosomin * †	Touchwood Hills
Grenfel †	Qu'Appelle * †	Troy
Indian Head	Regina * †	Wolf Creek
Moosejaw * †		

## SASKATCHEWAN.

Battleford	Grandin	Stobart
Carleton	Prince Albert	

## ALBERTA.

Calgary	Fort Saskatchewan	St. Albert
Edmonton		

New Post Offices are established by the Department wherever it is ascertained that a sufficient number of inhabitants can be accommodated, and there is a probability of a sufficient amount of correspondence to warrant such a measure. When a new Post Office is required, a petition should be addressed to the Postmaster-General at Ottawa, signed by as many of the inhabitants as can conveniently subscribe the same. The petition should state the name of the township and the number of the lot and concession on which it is desired the office should be established ; the distance from the neighbouring offices ; whether there is a village at the site of the proposed Post Office ; the number of mills, stores, taverns, and houses thereat ; the extent of the settlement to be served, and the probable cost of the mail service ; together with any other facts which may form any ground for giving the accommodation applied for.

## Money Orders.

Money orders are issued at every Money Order Office in Canada, on every other Money Order Office in Canada as well as on every Money Order Office in the United Kingdom, Newfoundland, and British India. Money orders are also issued at every Money Order Office in the above countries, payable at the Money Order Offices in Canada.

Money orders are also drawn by all the Money Order Offices in Canada on certain authorized offices in the United States.



## COMMISSION ON MONEY ORDERS.

On Money Orders drawn by any Money Order Office in Canada on any other Money Order Office in the Dominion, is as follows :—

	If not exceeding \$4.....	2c.
Over \$4	„ „ 10.....	5c.
„ 10	„ „ 20.....	10c.
„ 20	„ „ 40.....	20c.
„ 40	„ „ 60.....	30c.
„ 60	„ „ 80.....	40c.
„ 80	„ „ 100.....	50c.

No single Money Order, payable in the Dominion of Canada, can be issued for more than \$100 ; but as many of \$100 each may be given as the remitter requires.

Not more than one Order under \$10 payable in Canada may be issued to the same person in the same day, drawn on the same place in favour of the same payee.

On Money Orders payable in the United Kingdom, Newfoundland, and the United States :

	If not exceeding \$10 .....	10c.
Over \$10	„ „ 20 .....	20c.
„ 20	„ „ 30 .....	30c.
„ 30	„ „ 40 .....	40c.
„ 40	„ „ 50 .....	50c.

Money Orders on the United Kingdom are drawn in Canada Currency, and may be had for any sum not in excess of \$50 ; but Postmasters are at liberty to issue several orders of \$50 each, if required by the remitter.

A table showing the amount of Canadian Currency required for a money order issued in Canada upon the United Kingdom and British India, in addition to the commission, will be found below.

As there are several places of the same name in Canada, in the United Kingdom, and in the United States, it will be necessary always to indicate upon the forms of application and in the advices the Country and Province, or State, in which the office where the order is to be made payable is situated.

*Amount in Currency to be paid for Money Orders drawn on the United Kingdom and British India.*

Amount payable in United Kingdom.			Dollars and Cents.		Amount payable in United Kingdom.			Dollars and Cents.		Amount payable in United Kingdom.			Dollars and Cents.						
£	s.	d.	\$	c.	£	s.	d.	\$	c.	£	s.	d.	\$	c.					
0	0	1	0	2	0	0	11	0	22	0	10	0	2	44	1	0	0	4	87
0	0	2	0	4	0	1	0	0	24	0	11	0	2	68	2	0	0	9	74
0	0	3	0	6	0	2	0	0	49	0	12	0	2	92	3	0	0	14	61
0	0	4	0	8	0	3	0	0	73	0	13	0	3	17	4	0	0	19	48
0	0	5	0	10	0	4	0	0	97	0	14	0	3	41	5	0	0	24	35
0	0	6	0	12	0	5	0	1	22	0	15	0	3	65	6	0	0	29	22
0	0	7	0	14	0	6	0	1	46	0	16	0	3	90	7	0	0	34	09
0	0	8	0	16	0	7	0	1	71	0	17	0	4	14	8	0	0	38	96
0	0	9	0	18	0	8	0	1	95	0	18	0	4	38	9	0	0	43	83
0	0	10	0	20	0	9	0	2	19	0	19	0	4	63	10	0	0	48	70

The rate of postage on a letter posted within the Dominion of Canada, for transmission by Mail to any place in Canada, is 3 cents per half ounce weight; but the Statute provides that this rate must be prepaid by Postage Stamp at the time of posting the letter.

Parcel Post to all parts of Manitoba and the North-West Territories (except the City of Winnipeg, to which the 4 lb. limit applies) the limit of weight is 2 lbs. 3 ozs.

No packet of miscellaneous matter can be transmitted by Mail if it exceed 24 inches in length or twelve inches in width or depth.

No parcel can be forwarded to Manitoba (except to the city of Winnipeg) *via* the United States which exceeds in weight the limit of 2 lbs. 3 ozs.

On all newspapers and periodicals posted in Canada, other than those addressed from the office of publication, to regular subscribers or newsagents in the Dominion, including all newspapers and periodicals published less frequently than once a month, the rate will be *one cent per four ounces*, to be invariably prepaid by Postage Stamp.

## Manitoba & the Canadian North-West.

### RECAPITULATION.

**SEASONS.**—Ploughing commences in April. Seeding in April and May. Harvest in August. Winter commences middle November and lasts till end of March.

**CLIMATE.**—Healthy, no epidemic diseases, no malaria. Spring—clear and bright. Summer—Warm, with cool nights. Autumn—Balmy and pleasant. Winter—Uniform, dry and bracing.

**SOIL.**—Rich, black, argillaceous mould or loam, 2 to 4 feet deep, on a very tenacious clay subsoil.

**WATER.**—Good water by digging anywhere. Clear running streams. Ponds and Picturesque lakes.

**WOOD.**—Groves and clumps of trees dot the prairie. The rivers and streams are lined with timber, and wood is easy obtainable for fuel and building purposes.

**HAY.**—Cattle prefer the wild prairie grass of the Canadian North-West to the cultivated varieties. It is very fattening to stock, and abundant everywhere. Timothy yields three tons per acre.

### YIELD OF CROPS PER ACRE.

Wheat .....	30	bushels—weight, 62 to 66 pounds.
Oats .....	57	” ” 40 ”
Barley .....	40	” ” 50 ”
Potatoes .....	350	”
Turnips .....	1000	”
Carrots .....	300	”
Onions .....	270	”

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**FRUIT.**—Fruit trees of all ordinary kinds yield abundantly. Currants, raspberries, gooseberries, grapes, strawberries, etc., thrive excellently.

**COST OF LIVING.**—Provisions and goods of all kinds can be purchased at reasonable prices. Agricultural implements of the most modern class about the same price as in the older parts of Canada, and cheaper than in the United States.

**MARKETS.**—The rapid construction of the Railway and other public works, and the constant influx of new settlers, create a large and never-failing home demand for farm produce. Centres of trade are being established all over the country. Elevators are built along the line for the convenience of eastern buyers. Prices rule about the same as in Minnesota and Dakota, with double the yield per acre.

### QUALITY OF GRAIN.

The following certificate speaks for itself :—

*Certificate from the President of the Corn Exchange, Montreal, as to the excellent quality of Manitoba grain.*

“MONTREAL, Jan. 17, 1882.

“I have examined samples of grain grown in Manitoba, submitted by Alexander Begg, of the Canadian Pacific Railway.

“The sample of Fife wheat is specially good, and also No. 1 Hard, which is the quality of wheat now so much sought after by millers.

“The barley, white and black oats, peas and beans shown, are all of very superior quality, and would command very high prices in this market.

“A. MITCHELL,

“*President, Corn Exchange Association, Montreal.*”

Manitoba Hard Wheat is well known to be the finest in the world.

**FIRST CROPS.**—A fair crop of wheat, oats or potatoes can be had from land newly broken.

**MANURE.**—The land will not bear manure for several years after breaking—it is too rich.

“ Here the free spirit of mankind at length  
 Throws its last fetters off, and who shall place  
 A limit to the giant's unchained strength,  
 Or club his swiftness in the forward race ? ”

—♦♦♦—

**CONDENSED TIME TABLE**  
 BETWEEN  
**CHICAGO & PRINCIPAL POINTS**  
 IN  
**Manitoba and the Canadian North-west.**

GOING WEST.

Leaving Chicago.....	11 30 a.m.	9 0 p.m.
Arrive St. Paul (St. Paul, Minn. & Man. Ry.).....	6 15 "	12 45 "
Leave St. Paul .....	8 0 "	7 0 "
Arrive St. Vincent (International Boundary) . . . .	3 45 "	4 20 "
" Emerson .....	4 5 "	4 40 "
" Winnipeg .....	6 50 "	7 5 "
Leave Winnipeg .....	8 15 "	.....
Arrive Portage La Prairie .....	10 35 "	.....
" Brandon .....	1 55 p.m.	.....
" Broadview .....	11 30 "	.....
" Regina.....	5 55 a.m.	.....

STONEWALL BRANCH.

Leave Winnipeg .....	8 25 a.m.	.....
Arrive Stonewall .....	9 45 "	.....

WINNIPEG TO RAT PORTAGE.

Leave Winnipeg .....	8 45 a.m.	.....
Arrive Rat Portage .....	4 3 p.m.	.....

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**CITIES, TOWNS, AND VILLAGES**  
ON THE LINE OF THE  
**CANADIAN PACIFIC RAILWAY**  
(Prairie Section),

WITH DISTANCES BETWEEN STATIONS.

**FROM ST. VINCENT**  
*(International Boundary)*  
**TO WINNIPEG.**

68	St. Vincent .....	0
66	Emerson .....	2
56	Dominion City .....	12
48	Arnand .....	20
40	Dufrost .....	28
31	Otterburne .....	37
23.5	Niverville .....	44.5
12	St. Nobert .....	56
3	St. Boniface .....	65
1.5	Winnipeg Junction...	66.5
0	Winnipeg .....	68

**FROM**  
**Winnipeg to Rat Portage.**

135	Winnipeg .....	0
133.5	Winnipeg Junction...	1.5
126	Bird's Hill .....	9
119	Gonor .....	16
112	Selkirk .....	23
103.5	Tyndall .....	31.5
97	Beausejour .....	38
87.5	Monmouth .....	47.5
77.5	Shelley .....	57.5
71.5	Whitemouth .....	63.5
62	Darwin .....	73
51.5	Rennie .....	83.5
41	Telfork .....	94
37	Cross Lake .....	98
31	Ingolf .....	104
23.3	Kalmar .....	111.8
16	Deception .....	119
11	Ostersund .....	124
3.5	Keewatin .....	131.5
0	Rat Portage .....	135

**FROM**  
**Winnipeg to Stonewall.**

19.8	Winnipeg .....	0
18.3	Air Line Junction ...	1.5
6.5	Stoney Mountain .....	13.3
0	Stonewall .....	19.8

**MAIN LINE.**  
**From Winnipeg to Regina.**

Winnipeg .....	0
Air Line Junction .....	1.5
Winnipeg West .....	7.8
Rosser .....	15.1
.....	22.2
Marquette .....	29
Reaburn .....	35.2
Poplar Point .....	40.5
High Bluff .....	48.7
Portage la Prairie .....	56
Burnside .....	63.5
Bagot .....	71
McGregor .....	79
Anstin .....	84.6
Sidney .....	92.8
Melbourne .....	98.5
Carberry .....	105.7
Sewell .....	114.3
Douglas .....	121.8
Chater .....	127.5
Brandon .....	132.6
.....	141.5
Alexander .....	148.7
Griswold .....	157
Oak Lake .....	155.5
Virден .....	180.2
Hargraves ..	188.3
Elkhorn .....	196.8



*From Winnipeg to Regina—continued.*

Fleming .....	211.1
Moosomin.....	219.3
Red Jacket .....	226.5
Wapella .....	235.4
Burrows .....	243.1
Whitewood .....	249.4
Percival .....	256.3
Broadview .....	263.8
Oakshela .....	271.3
Grenfell .....	279.1
Summerberry .....	286.6
Wolsley .....	294.3
Sintaluta .....	302.2
Indian Head .....	312.2
Qu'Appelle .....	323.8
McLean .....	332.2
Cassils .....	341.3
Pilot Butte .....	348.1

*From Winnipeg to Regina—continued.*

Regina .....	356.6
Grand Coulee .....	366.0
Pense .....	373.4
Belle Plaine .....	381.2
Pasqua.....	390.2
Moosejaw .....	398.3
Boharm .....	406.4
Caron .....	414.4
Mortlach .....	423.4
Parkbeg .....	432.6
Secretan .....	443.0
Chaplin .....	451.9
Ernfold .....	461.3
Morse .....	471.7
Herbert .....	480.5
Rush Lake .....	489.1
Waldeck .....	499.9
Swift Current.....	510.8

## TABLE OF THROUGH DISTANCES,

## Via Chicago (All Rail.)

HALIFAX to WINNIPEG.....	2,561	miles.
NEW YORK to WINNIPEG .....	1,827	"
TORONTO to WINNIPEG .....	1,370	"
MONTREAL to WINNIPEG.....	1,703	"
QUEBEC to WINNIPEG .....	1,875	"

MONTREAL to WINNIPEG, <i>via</i> the Canadian Pacific Route when completed .....	1,434	"
Or from QUEBEC .....	1,591	"
MONTREAL to WINNIPEG, <i>via</i> the Canadian Pacific Railway and Lake Route.....	1,344	"

(Of which 370 miles are by water.)

CHICAGO to WINNIPEG.....	866	"
ST. PAUL to WINNIPEG .....	410	"

SUGGESTIONS TO EMIGRANTS  
 PASSING THROUGH  
 THE UNITED STATES.

Parties moving to Manitoba should pack their household effects in good boxes, mark each package plainly with name and destination of owner in ink—cards are liable to be rubbed off—and consign them *via* the

CANADIAN PACIFIC RAILWAY.

Make an itemized invoice of the goods, giving in full description and value, and hand it to the Railroad or Steamship Company at shipping point, to be forwarded with the goods. This invoice is required by the American Customs for bonding purposes, and all goods arriving at the Customs stations on the American border, without invoices, are detained by Collector of Customs until the invoice is received.

*Certified invoices or Consul's certificates are not required by the American Customs for goods consigned to Manitoba.*

THROUGH TICKETS

Can be obtained from all Canadian and American Railway Companies, to any of the following points :—

St. Vincent,	Portage la Prairie,
Emerson,	Brandon,
Winnipeg,	Broadview,
Selkirk,	Qu'Appelle,
Rat Portage,	Regina, &c.

And all Stations on the Canadian Pacific Railway.

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## CONCLUSION.

In concluding this small handbook, we can safely say to those into whose hands it may fall, that the facts stated are correct, and that the general view of the country and its prospects are neither imaginary or too highly coloured. Volumes have been and will continue to be written of the country, and Manitoba and the North-West will soon be familiarly and favourably known throughout the civilized world.

We cannot do better then, in closing these few pages, than quote the following extracts from the Report for 1882, submitted to Parliament by the Right Honourable Sir John A. Macdonald, K.C.B., Minister of the Interior. They contain the strongest evidences that can be given of the rapid growth and progress of the North-West.

### DOMINION LANDS.

“Probably one of the most striking indications of the rapid settlement of the North-West Territories of Canada will be found in the augmentation of the business of the Department of the Interior, as illustrated by the following comparative statement of correspondence for the past two years :—

	1881.		1882.	
	Received.	Sent.	Received.	Sent.
The number of letters received and sent by the Department was .....	13,605	15,829	25,500	30,300

“This shows an increase in the total number of letters received and sent in 1882 over those received and sent in 1881, of 26,866.

“Still more striking is the following summary of the returns from the various Dominion Lands Agencies :—

	1881.		1882.	
	Entries.	Acres.	Entries.	Acres.
Homesteads .....	2,753	438,707	7,383	1,181,652
Pre-emptions.....	1,649	263,647	5,654	904,211
Sales .....	1,417	355,165	3,703	613,282
<b>Total .....</b>	<b>5,819</b>	<b>1,057,519</b>	<b>16,740</b>	<b>2,699,145</b>

“ Compared with the returns for 1881, this gives an increase for 1882 in the number of homestead and pre-emption entries of 10,921, and, in the area disposed of, of 1,641,626 acres.

	1881.	1882.
Homestead fees .....	\$28,339	\$72,930
Pre-emption fees.....	16,855	54,499
Cash on account of land sales .....	176,566	1,347,935
Timber, mining, and grazing receipts...	44,504	85,984
Registration and other fees .....	1,639	2,227
Scrip and bounty warrants .....	84,097	54,791
<b>Total .....</b>	<b>\$352,000</b>	<b>\$1,618,366</b>
Compared with the receipts for 1881 this shows an increase for 1882 of ...	\$1,266,366	
And if to this increase be added the the sum of \$547,711, derived in 1882 from the sale of colonization lands...	547,711	\$647,711
And the sum of \$5,780 derived from miscellaneous sources .....	5,780	5,780
The total increase of annual receipts in 1882 over 1881 will actually amount to .....	\$1,819,857	
The total income for the year 1882 is thus shown to be .....		\$2,171,857

“It is also worthy of remark that, while the income from Dominion lands from the establishment of the Department of the Interior up to the close of 1881, amounted in all to \$320,000, the sum realized during the past year alone was \$2,171,857, being \$1,351,857 more than for all the previous years put together.

“ There is every reason to believe that the companies who have

organized and gone into operation will be successful, and will prove to be valuable immigration and colonization auxiliaries.

“The enhanced value of agricultural lands, arising from the rapid increase of the population, has led to considerable competition amongst settlers for the acquisition of the homestead and pre-emption sections in more populous portions of Manitoba and the country immediately to the west.

“Since the date of the last Report of the Department, the standard outlines of 800 townships have been surveyed, and 430 townships have been divided into quarter sections, and set out for settlement, making available for the immigration of this spring an area of eight and a half millions of acres of good farming land. These surveys have established, beyond doubt, that from the western boundary of Manitoba to the Moosejaw creek, heretofore called ‘The Barren Plains of the Souris,’ there is to be found some of the finest agricultural land in the world—indeed the bulk of the settlement of last summer was in this very region;—while from the Moosejaw creek to the Bow river, shown on our earlier maps as the northern extension of the Great American Desert, it is now definitely established that but a comparatively small proportion of the land is unfit for cultivation.

“That coal is abundant not only in the valley of the Souris river, but more or less throughout nearly every portion of the territories west of the 106th degree of longitude west of Greenwich, is now practically certain. In addition to what was done by the Geological Branch of the Department, extensive explorations, with a view to the discovery of coal, were undertaken by private individuals in the course of the past season, and the result has been to confirm all that was previously conjectured in regard to its abundance and great commercial value.

“The eastern slopes of the Rocky Mountains give promise of being almost, if not altogether, as valuable for deposits of the precious metals as their western slopes have proved to be. Numerous applications are being received for the privilege of exploring for and mining gold and silver, and regulations designed to encourage the prosecutions of these explorations and operations will be laid before Parliament for approval, during its present

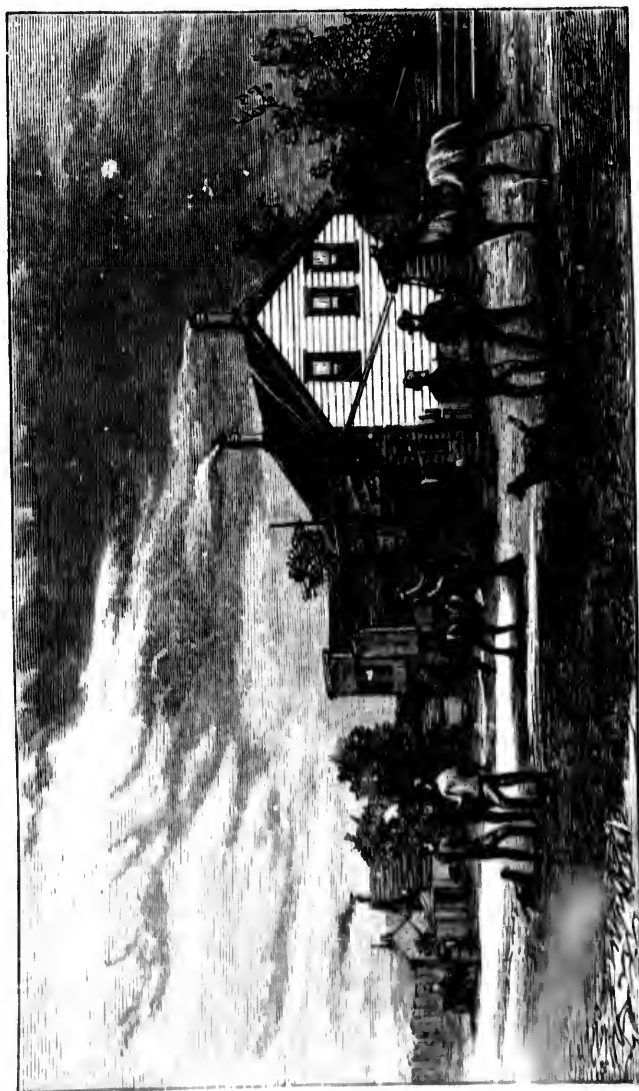
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# INTENDING SETTLERS

Should examine the List of Lands for Sale by the

## Canada North-West Land Company, LIMITED.

**COMPRISING 5,000,000 ACRES**

Distributed through the Most Fertile and Desirable parts of  
Manitoba and the Canadian North-West.



### THE RAILWAY BELT.

The Company offer for sale choice sections throughout the Canadian Pacific Railway Main Line Belt, and in the vicinity of all the Towns and Cities on the line west of Portage La Prairie. These include all the following numbers undisposed of: 1, 9, 13, 21, 25, 33, and in the neighbourhood of Regina and Moosamin, all odd numbered sections except School Sections.

### SOUTHERN MANITOBA, SOURIS, MOOSE MOUNTAIN.

All Canadian Pacific Railway Lands south of the Railway belt have been acquired by this Company. This tract includes Southern Manitoba and the well-known Souris and Moose Mountain Districts.

### AN ADVANTAGEOUS SELECTION.

The Company's land extend over such an immense area of excellent country, and includes such a great diversity of the best agricultural land that an almost unlimited selection is offered, which cannot fail to meet the requirements of all settlers, whether they intend to follow stock, grain or mixed farming.

### FAVOURABLE TERMS.

The lands are offered without conditions as to settlement or cultivation.

Usual Terms are: One-sixth Cash; balance in five equal annual instalments. Interest at six per cent. per annum, payable in advance.

Canadian Pacific Railway Land Grant Bonds taken at ten per cent. premium and accrued interest.



# CANADA

## Life Assurance Company.

ESTABLISHED 1847.

HEAD OFFICE:—HAMILTON, ONT.

CAPITAL AND FUNDS

NEARLY 6,000,000 DOLLARS.

ANNUAL INCOME OVER \$1,000,000.

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Secretary:

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Superintendent:

ALEX. RAMSAY.

TABLES OF RATES for the various systems of Life Assurance, and every information may be obtained at the Head Office in Hamilton, Ont., or at any of the Branches and Agencies which are established throughout Canada.

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President:  
ATES, Esq.

THE  
**FERTILE BELT**

OF THE

**BRITISH & CANADIAN NORTH-WEST**

IS BEST REACHED BY THE

**ALBERT LEA ROUTE,**

**C. R. I. & P. R. R.**

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wa.  
The selected Route by the Government Officials, the Marquis and Vice-Regal Party on their recent trip to the North-West Canadian Pacific.

The Great Press Excursion party selected this Route in preference to any other between Chicago and Manitoba.

One and All should take special precaution to see that their Tickets read by the **ALBERT LEA ROUTE.**

**E. ST. JOHN,**

G. T. & P. A., C. R. I. & P. R.,  
**CHICAGO.**

**J. FRANCIS LEE,**

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Insurance, and  
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throughout

General Agent C. R. I. & P. R. and Albert Lea Route,  
25, York Street, **TORONTO.**

THE  
**Canadian Pacific Railway Company.**

—\*—  
**AMENDED LAND REGULATIONS.**  
—\*—

This Company now offer lands within the Railway Belt along the Main Line at prices ranging fr. m

**\$2.50 PER ACRE UPWARDS,**

with conditions requiring cultivation.

A rebate for cultivation of from **\$1.25 to \$3.50 per acre**, according to price paid for the land, allowed on certain conditions.

The Company also offer lands, without Conditions of Settlement or Cultivation.

**THE RESERVED SECTIONS**

Along the Main Line as far as Moosejaw, *i.e.*, the Sections within one mile of the Railway, are now offered for sale on advantageous terms, but only to parties prepared to undertake their cultivation within a specified time.

The Highly Valuable Lands in Southern Manitoba, allotted to the Company South of the Railway Belt, have been transferred to the CANADA NORTH-WEST LAND COMPANY, to whom intending purchasers must apply. These include lands along the South-Western Branch of the Canadian Pacific Railway, which will be completed and in operation this season, to Gretna on the International Boundary, and Westward to Pembina Mountain, also lands in the Districts of the Souris, Pelican, and Whitewater Lakes, and Moose Mountain.

**Terms of Payment—Canadian Pacific Railway Lands.**

Purchasers may pay  $\frac{1}{3}$  in Cash, and the balance in five annual instalments, with interest at SIX PER CENT. per annum in advance.

Parties purchasing without conditions of cultivation, will receive a deed of conveyance at time of purchase, if payment is made in full.

Payments may be made in **LAND GRANT BONDS**, which will be accepted at Ten per cent. premium on their par value and accrued interest. These Bonds can be obtained on application at the Bank of Montreal, Montreal; or at any of its agencies.

For Prices and Conditions of Sale, and all information with respect to the purchase of the Railway Company's Lands, apply to JOHN H. McTAVISH, Land Commissioner, Winnipeg.

By order of the Board,

**CHARLES DRINKWATER, Secretary.**

MONTREAL, 22nd January, 1883.

# MERCHANTS, MECHANICS, TRADESMEN,

And all who intend making their homes in the progressive  
Trade Centres of the North-West,

Should consider the advantages of the Railway Towns and Cities,  
with their conveniences of communication and prospects  
of rapid growth and development.

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*The Company offer Lots for sale at all stations along the Main Line  
of the Canadian Pacific Railway, from Brandon west to  
British Columbia, including the following places :*

REGINA

QU'APPELLE

MOOSEJAW

BROADVIEW

MOOSOMIN

VIRDEN

ALEXANDER

OAK LAKE

GRENFELL

WHITEWOOD.

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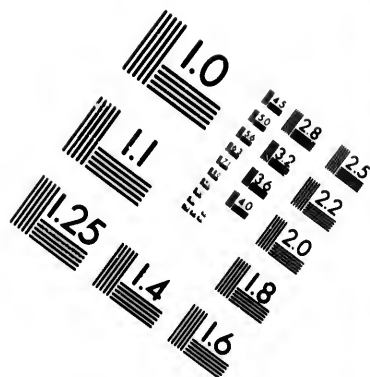
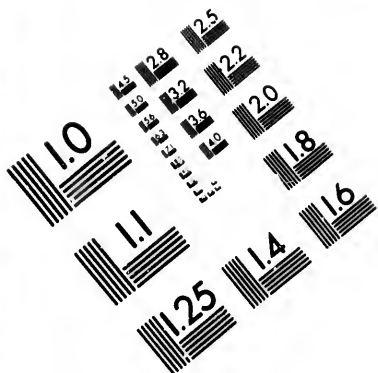
## USUAL TERMS:

*One-third Cash ; balance six and twelve months. Interest at  
eight per cent. per annum.*

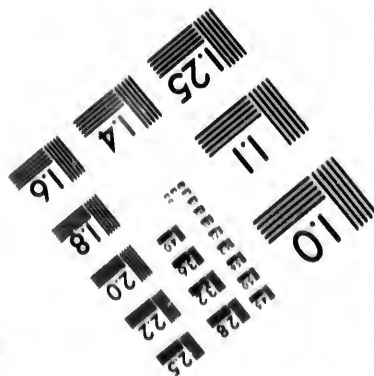
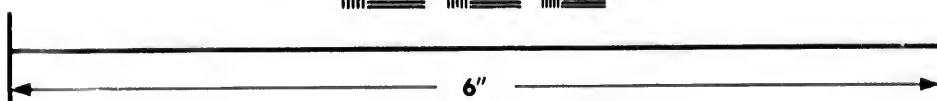
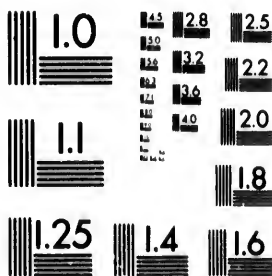
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**A LIBERAL REBATE ALLOWED FOR BUILDING.**





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



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PASSENGERS via "THE LAKES"  
**SAVE £1 AND UPWARDS**  
 IN FARES.

**Canada Transit Co.**

**COLLINGWOOD LINE**

**GEORGIAN BAY AND NORTH SHORE LAKE SUPERIOR**

**200 MILES SHORTEST ROUTE**

**VIA "THE LAKES" TO MANITOBA**

**MINNESOTA WISCONSIN ILLINOIS IOWA MISSOURI KANSAS NEBRASKA NEVADA ARIZONA CALIFORNIA**

**THE UNEQUALLED TOURISTS ROUTE**

The Steamship Tickets are exchanged at (Point Levis) Quebec, when they will ask for Tickets via Collingwood and Thunder Bay and Canadian Pacific Railway to Manitoba, avoiding all Customs inspection.

Lord Dufferin and the Marquis of Lorne with their Suites went by the Steamers of the Collingwood Line when going to Manitoba.

All the way on British Soil.

**BARLOW CUMBERLAND, Traffic Manager, Toronto.**



# THE NORTH BRITISH CANADIAN INVESTMENT COMPANY

(LIMITED.)

INCORPORATED UNDER THE COMPANIES' ACTS.

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P. STURROCK, Esq., Coalmaster, Kilmarnock.  
SAMUEL GUNN, Esq., Merchant Glasgow.  
HUGH WRIGHT, Esq., of Altiery, Wigtownshire.  
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## Solicitors :

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MUIRHEAD, Glasgow. | DRAYTON, Toronto.

## Secretary :

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## Agents :

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This Company is prepared to grant Loans on improved Farms and Good City Property at current rates and on easy terms.

For full particulars apply to the Agents of the Company.

# MANITOBA

AND THE

## *Canadian North-West.*



The Canada North-West Land Company, Limited,

OFFER FOR SALE,

WITHOUT CULTIVATION OR SETTLEMENT RESTRICTIONS,

**5,000,000 Acres**

**OF CHOICE FARMING LANDS,**

Including the following favourite Farming Districts:

**SOUTHERN MANITOBA**

**REGINA DISTRICT**

**QU'APPELLE DISTRICT**

**SOURIS DISTRICT**

**MOOSE MOUNTAIN**

**ALSO**

*Town Lots in the Rising Towns and Cities on the  
Main Line of the Canadian Pacific Railway.*



**HEAD OFFICE - 75, Lombard Street, London, E.C., England.**

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