

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Covers damaged/
Couverture endommagée

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Cover title missing/
Le titre de couverture manque

Coloured maps/
Cartes géographiques en couleur

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Bound with other material/
Relié avec d'autres documents

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Additional comments:/
Commentaires supplémentaires:

Coloured pages/
Pages de couleur

Pages damaged/
Pages endommagées

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Pages detached/
Pages détachées

Showthrough/
Transparence

Quality of print varies/
Qualité inégale de l'impression

Continuous pagination/
Pagination continue

Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

972. 132
C719

VOLUME 7.


No. 10.

MARCH, 1893.





THE
COLONIST.

A Monthly Magazine Devoted to the Interests of Manitoba
and the Territories.



Printed and Published at Winnipeg, Manitoba.

SUBSCRIPTION PRICE, \$1.00 A YEAR.



WESTERN CANADA,

THE LAND OF PROMISE.

Manitoba, :- Assiniboia, :- Saskatchewan, :- Alberta,
Athabasca :- and :- British Columbia.

THIS GREAT COUNTRY WITH ITS BOUNDLESS PRAIRIES AND MAGNIFICENT GRAZING LANDS
ITS FORESTS, STREAMS AND MOUNTAINS OFFERS UNRIVALLED
INDUCEMENTS TO SETTLERS.

"THE COLONIST"

Describes it Accurately. This is the only Magazine which is entirely devoted to the work of describing Western Canada and its Resources.

It is **INVALUABLE** to Intending Settlers.

FOR SUBSCRIPTION OR ADVERTISING RATES WRITE

"THE COLONIST,"

Winnipeg, Man., - Canada.

Boarding-House Register.

WHERE ARE YOU GOING TO PUT UP.

This question is often heard on the cars. If you want information regarding good boarding accommodation you cannot do better than call at the rooms of the Young Men's Christian Association in the town at which you stop off. This information will be gladly furnished by the Secretary.

Winnipeg Young Men's Christian Association Rooms,
CORNER MAIN AND ALEXANDER STS.

STEAMSHIP TICKETS!

If you are going to the Old Country, or bringing your friends out, the nearest Railway or Ticket Agent can supply you with tickets at the cheapest rates. Call upon him or write,

ROBT. KERR,
Gen. Passenger Agent, C.P.R.,
WINNIPEG.



RIPANS TABULES

REGULATE THE
STOMACH, LIVER AND BOWELS
AND PURIFY THE BLOOD.

RIPANS TABULES are the best Medicine known for Indigestion, Bloating, Headache, Constipation, Dyspepsia, Chronic Liver Troubles, Dizziness, Bad Complexion, Dysentery, Offensive Breath, and all disorders of the Stomach, Liver and Bowels.

Ripans Tabules contain nothing injurious to the most delicate constitution. Are pleasant to take, safe, effectual, and give immediate relief.
Price—Box (6 vials), 75 cents; Package (12 boxes), \$2. May be ordered through nearest druggist, or by mail. Sample free by mail. Address:
THE RIPANS CHEMICAL CO.,
132 PRUCE STREET, NEW YORK CITY.

ANOTHER CLUBBING OFFER!

The Colonist and The Empire

The publishers of **THE COLONIST** are pleased to be able to announce that they have made clubbing arrangements with **THE WEEKLY EMPIRE** (see advertisement of "Empire") whereby we are able to offer the two for \$1.50 a year. The "Empires" new and hand some premium will be sent to anyone taking advantage of this offer. Subscribe now

Address:

THE COLONIST,
WINNIPEG, MAN.

READ THE WEEKLY FREE PRESS.

The Greatest of Canada's Weekly Papers.

\$2.00 a Year in Advance

ADDRESS: FREE PRESS,

WINNIPEG, MAN.



CAVEATS,
TRADE MARKS,
DESIGN PATENTS,
COPYRIGHTS, etc.

For information and free Handbook write to
MUNN & CO., 361 BROADWAY, NEW YORK.
Oldest bureau for securing patents in America.
Every patent taken out by us is brought before
the public by a notice given free of charge in the

Scientific American

Largest circulation of any scientific paper in the world. Splendidly illustrated. No intelligent man should be without it. Weekly, \$3.00 a year; \$1.50 six months. Address **MUNN & CO., PUBLISHERS, 361 Broadway, New York City.**

THE COLONIST.

A Monthly Magazine Devoted to the Interests of Manitoba and the Territories.

VOL. 7. No 10.

WINNIPEG, MARCH, 1893.

ONE DOLLAR A YEAR.

Notes and Comments.

1893 PROMISES to be a year of great activity in railway construction in Western Canada.

THE C. P. R. is offering prizes in the public schools of the provinces of Nova Scotia, Prince Edward Island, and New Brunswick for the best papers on the Canadian Northwest.

IN the Manitoba Legislative Assembly the Hon. Treasurer McMillan delivered his budget speech on February 20th. This showed that the province is in a very satisfactory financial condition.

THE McCormick Manufacturing Co., of Chicago, is said to contemplate establishing a branch of its great factory for harvesting machinery in Canada. An agent of the company is at present seeing Hamilton aldermen on the subject.

ONE of the events of last month in Winnipeg was the Y.M.C.A. convention which was held between the dates February 9th and 12th. The reports from the various branches of the Association showed very satisfactory progress during the past year.

A VALUABLE bulletin was issued last month by the Ontario Department of Agriculture on "The Making of Roads," the matter for which was prepared by Jas. A. Bell, P.L.S., C.E. This is the most intelligent treatise on the subject that we have yet seen.

THE Dominion Government has appointed three new Government agents in the old country, namely, W. G. Stewart, of Inverness, Peter Fleming, of Dundee, and Ernest J. Wood, of Birmingham. These will devote most of their attention to disseminating information regarding the resources of the Dominion.

THE supplement to the *Lancaster Guardian* of February 4th contained an extended notice of a lecture which was delivered by Mr. A. J. McMillan, agent in the United Kingdom for the Manitoba Government, before a large audience, in that city, on "Manitoba, its Resources and Development." The lecture was illustrated with magic lantern views of Canadian life.

THE COLONIST received last month from Mr. J. A. Chipman, of Nova Scotia, who is acting secretary of the association, a pamphlet prospectus of the Canadian West India Trading Association Ltd. This company is being organized with a view to promoting trade between Canada and the West India Islands on the co-operative plan.

It has been decided to send another expedi-

tion to the Labrador coast, under the charge of Dr. Grenfell, to work in a medical mission capacity for about four months. This step has been decided upon in response to the evident need of such assistance among the fishermen. The Newfoundland Government in recognition of the importance of the mission has decided to make a grant of money to the work.

THE *Winnipeg Tribune* made a statement a few days ago to the effect that a combine had been formed by the big lumbering companies operating on the Lake of the Woods. The aggregate annual output of these mills is something like 65,000,000 feet, and they practically control the market of Manitoba and the Territories. A combine it is claimed would effect a great saving in running expenses and permit of a reduction in prices.

AMONG the recent parliamentary dispatches from Ottawa was the following. "President Van Horne, R. B. Angus, James Burnett, E. B. Osler, B. H. Bethune, M. C. Hammond and Thomas Skinner are asking for incorporation under a Dominion act and for power to take over the property of the Canada Northwest Land company, the organization which under the presidency of Lord Elphinstone relieved the railway company of a large quantity of its land. That company was originally incorporated under Imperial authority. The capital is fixed at \$7,443,875."

THE recent damaging of the Allan line Steamship *Pomeranian* in a storm at sea, shows that it is not beyond the range of possibilities for one of these modern floating palaces to get damaged in a bout with old Father Neptune. The *Pomeranian's* experience was an exceptionally trying one, and the only wonder is that she was not completely wrecked. It speaks well for the build and management of the vessel that she stood the usage. The sad part of the affair is that a number of valuable lives were lost, her captain's among the number.

THE following item from the *Canadian Gazette* of London, England, assures Canadians that the Dominion is receiving the attention of the press of at least one country in Europe: "In view of the desirable nature of the Scandinavian settlements already made in Canada, and the absence of any hindrance upon continued Scandinavian emigration to Canada during the coming season, it is gratifying to note the interest evoked by the press of Norway in the progress of Canada. The *Christia-*

nia Post, the leading journal of the country, has for some weeks past devoted one and a half columns of its space to Canadian news, devoting special attention to the development of the Canadian Northwest and the prosperity of the Scandinavian settlements there."

ONE of the most unique and interesting entertainments ever given in Winnipeg was the mock parliament by a number of ladies in the Bijou Opera house, February 9th. The originators of this affair are prominent among those who advocate Woman Suffrage, and this entertainment was the outcome of a desire to further that reform. The parliament, while in course of preparation, excited a great deal of interest and from the first was assured of a large audience, especially as it was understood that the members of the local legislature, which was in session in the city at the time, would attend in a body. The parliament was conducted after the manner of a real House every detail being complete, with the addition to the opening ceremony of prayers. The debate of the evening was on the second reading of "A Bill to Amend the Manitoba Elections Act, providing that females as well as males shall be eligible to sit in the Legislative Assembly and to vote for members thereof." Some really able speeches were made on both sides of the question, leaving no doubt in the mind of the audience that as far as ability to speak is concerned the women are not behind the men. Needless to say the bill passed its second reading. The affair is likely to be repeated in the near future.

NOTHING has occurred in connection with British politics for a number of years which excited a greater interest than did Mr. Gladstone's introductory speech on his proposed Irish Home Rule legislation, delivered on the 13th of February. This speech was awaited with great interest by almost the entire English speaking world, as it was to give the first inkling of the plan by which Mr. Gladstone hopes to settle the Irish question—the most important question of government before any people on the earth to day. The plan is now before the world, it is being commended and condemned, in about equal proportions by the press and people of the British Empire. Whether the scheme, when presented in the definite shape of a bill, will commend itself to a majority of the House of Commons or not is a very difficult matter to judge, but its friends are going to make a very hard fight for it at all events.

The Colonist.

A MONTHLY MAGAZINE DEVOTED TO
THE INTERESTS OF MANITOBA
AND THE TERRITORIES.

Seventh Year of Publication.

SUBSCRIPTION PRICE, \$1 A YEAR (4 SHILLINGS)
ADVERTISING RATES ON APPLICATION.

The Offices of "THE COLONIST" are at 156 James Street, East, Winnipeg, Manitoba. All communications should be addressed to Post Office Box 1351 and money orders, etc., made payable to BAILEY & Co.

WINNIPEG, MARCH, 1893.

FARMING CONDITIONS IN MANITOBA.

The Manitoba farmer is a very much advised person at present, almost too much advised if anything, for from among the babble of voices and the multitude of advisers it is hard to distinguish which have the true ring, which the real merit. The primary reason for this wholesale tendering of advice is that the results of the farming operations of the province are not as satisfactory as could be wished, two unsatisfactory years, combined with the exceptionally low prices, having brought those engaged in that pursuit into a condition in which money is scarce, and strict economy has to be practiced that ends may be made to meet. To mention those engaged in the pursuit of agriculture is to imply almost everybody in the province, as Manitoba is as yet distinctly an agricultural province, and all classes of its people are more or less dependent upon that industry for a living; if anything happens the crops everybody eats it. In this case, although the stringency has been caused largely by forces wholly beyond the control of man, and is, in fact, more sympathetic than anything else, the farmer is being put through a course of lectures on what to do to increase his income and insure himself against any repetition of the present trouble. Before going further we might say, for the benefit of our old country readers, who may not be familiar with the real condition, and who may think that by reading between the lines of what we have already said they can detect a shadow of something which shows that Manitoba is not the country it is "cracked up" to be, or that farming in this province is not such a successful industry as immigration agents make it out, that there is no such hidden meaning to what we have said, because that is not the case. The conditions and prospects of the Manitoba farmer to day are better and brighter than those of any other farmer in the wide world. The only trouble is that the farming operations of the province are too confined, and the industry is not as fully developed as it might be. While we can, year after year, raise large crops of the finest wheat in the world, too much of the attention of the farmer is given to that cereal, and not enough to other lines of work. Therein lies the whole secret of the trouble. While the province should and will, we hope, never relax its efforts to keep up the standard of its grain, more attention will have to be given to the sister industries of stock raising and dairy-

ing before we shall have reached a state of true and lasting prosperity. It is hardly necessary now to go into figures and comparisons to show that mixed farming should be adopted in Manitoba—the subject has been treated in that way time and again—but we can roughly mention ways in which our farmers can materially increase their income.

Principal among the neglected industries is that of hog raising. It has been shown that by feeding his poorer grades of grain, for which there is at present no profitable market, to hogs the farmer could make it yield him bushel for bushel, a higher price than he has been paid this year for his very best wheat. And this has been shown not by any arithmetical juggling, but by actual, practical experiment, carried on under no more advantageous circumstances than would attend the operations of the ordinary farmer. And if this single item of hog raising was tested by the farmer himself, it would be found that the distribution of the work would be such that very little additional expense or trouble would be incurred. Then there is the item of poultry. Manitoba imports yearly large quantities of poultry for local consumption, and the money sent out of the province in this way might just as well be kept at home and an export trade established instead. Cattle, horses and sheep would likewise all yield large returns were attention given them. In dairy products Manitoba might easily build up for herself a large and lucrative trade in a few years by a careful fostering of the industry. If it were necessary we could go on multiplying arguments in favor of mixed farming, *ad infinitum*, but it is not because the fact is already admitted by everybody that it is the only system that can be followed with true success.

A few years hence, when the province has something like an adequate population, and all its vacant lands are occupied, it will be a matter of wonder to the old settlers when they see what an income the province has from exports of stock and dairy products why they ever confined themselves so long to raising wheat.

OUR VACANT LANDS.

Two enterprises are now on hand which are of great importance to Manitoba, and particularly to the eastern portion of the province and the city of Winnipeg. This refers in the first place to the vacant lands in the Winnipeg district, and secondly, to the question of carrying out a comprehensive system of drainage for eastern Manitoba. Those who come to Manitoba for the first time, wonder at the great area of vacant land in the eastern part of the province, especially in the Winnipeg district. The advantages of farming near a large city are so well known, that people wonder at the great area of vacant land observed in coming into the city from either the south, east or west. The conclusion is often erroneously arrived at, that these lands cannot be as valuable as other parts of the province, or they would be settled upon. In fact, the impression has gone abroad that these lands are not choice quality, largely on account of the sparsity of settlement. It is reasoned in this way: Why would settlers pass by eastern

Manitoba to locate in more remote sections were it not to secure better land?

There is one feature which is to some extent an objection to settlement in eastern Manitoba and portions of the Winnipeg district, namely, the greater need of drainage here than in most other parts of the province. The country is mostly very level, and the soil is heavier, thus necessitating drainage more largely than in the districts having lighter soils and more rolling surface. But when it comes to richness of soil, the Red river valley may fairly be awarded the palm. It is simply of unequalled richness, and will stand cropping, year after year, without artificial fertilizing, to such an extent as to fairly amaze those not familiar with its wonderful fertility. The level nature of the country is an advantage in one respect, namely, the exceedingly limited area of waste land. In an uneven or broken country there is always more or less of this, but in the Red river valley there are farms of hundreds of acres, every part of which could be plowed up. The low spots are about the only impediment to the plow, and these afford excellent hay or grazing land. There is no part of Manitoba which gives a larger crop of natural prairie hay than the Red river valley country, making it a favorite district for stock.

The principal reason why there is so much vacant land in the Winnipeg district is owing to the fact that much of the land fell into the hands of speculators. When Manitoba first became a portion of the Dominion of Canada, and the country was opened up to settlement, a spirit of speculation in lands at once developed. It was expected that the country would go ahead fast, and that lands would rapidly increase in value. Speculators therefore soon got hold of large quantities of land at the merely nominal value then placed upon it by the natives, and they naturally selected the lands adjacent to the Red and Assiniboine rivers, in proximity to the settlements then existing in the country. These lands did rapidly increase in value when population began to flow in, but this very fact defeated the object of the speculators, as, owing to the high price placed upon the lands, settlers went farther west where they were able to secure free government land. Thus the tide of settlement was directed into other districts. Another feature which perhaps turned some settlers away from the eastern districts, was owing to the fact that the early tide of settlement arrived during a series of excessively wet years, at which time the country appeared to the worst advantage. During the drier years which have been the rule since that time, the level nature of the country has not been so much of a drawback.

The question of undertaking a comprehensive system of drainage for eastern Manitoba is now engaging the attention of the provincial government. A number of government drains have been cut, but no general system of drainage has yet been undertaken. The government, it is understood, will have a survey and topographical map prepared at once, with a view to carrying out a comprehensive system of drainage. With this accomplished, the value of the lands of eastern Manitoba will be greatly enhanced, and much land which is now rather too wet in certain seasons for successful cultivation, will be placed

out of danger of damage to crops from water in wet seasons.

A thorough system of drainage should greatly assist in the settlement of eastern Manitoba, though there is any quantity of unoccupied land which is not actually in need of drainage. An organized effort is now being made to draw attention to these lands. Splendid farms can now be purchased at very reasonable prices in the Winnipeg district, and the district has many advantages to offer. One important consideration is the proximity to market. Winnipeg is by far the largest consuming market in the country. Butter, eggs, cheese, poultry, meats, cereals, and other products of the farm are wanted in large quantities. The production of these commodities in the district is not equal to the consumption of the city, and consequently supplies are brought by rail from more distant parts of the province. This means that farm products bring a higher price in Winnipeg than in other parts of the country, as the farmer near the city gets the same price ruling in other parts of the country, plus the local freight rate from country points to Winnipeg. This is equal to 5 to 7 cents per bushel (34 pounds) on oats, and other things in proportion.

In addition to this great advantage of being near a large consuming market, there is the rich quality of the soil, abundance of pasture and natural hay meadows, ability to procure water easily from running streams or wells, etc.

There is another point which should attract attention to lands in the Winnipeg district. These lands can now be bought at very low prices, say from five to fifteen dollars per acre, not including swamp lands, which can be bought even lower. These are wonderfully low prices for lands near the commercial centre of the country and surrounding a rapidly growing city. The abundance of vacant lands makes them cheap at present, but a rush of settlement would soon make a change, and, as the lands began to be settled up, the price would advance. Those who secure good farms now in the Winnipeg district can count as a certainty upon the quick advancement in value of their property. The rapid growth of the city cannot but have the effect of advancing the value of farming lands in the district. It seems almost amazing that good lands can be bought within easy driving distance of the progressive commercial centre of the province at the prices stated. Those who secure these lands now are therefore certain to find in a few years that they have dropped into a very valuable property.

CANADA'S FINANCES.

The presentation of the report of the Finance Minister was one of the most important events in the present session of the Dominion House of Parliament. The wide-spread agitation in favor of tariff reform it was expected would lead to some important announcements by Minister Foster regarding the policy to be pursued by the Government in dealing with duties, and these expectations have not been disappointed. The budget speech was delivered by Hon. Mr. Foster, on the afternoon of Thursday the 14th. There is no necessity of going into the figures and comparisons, as they

have already been published in full by nearly all the daily papers in Canada. It is sufficient to say that the finances of Canada are shown to be in fairly satisfactory condition as far as the balances of receipts and expenditure is concerned. The trade of the country, both internal and external, was shown to be comparatively rapidly developing—France, Germany, Holland, the West Indies, China and Japan are all dealing more or less extensively with us. The announcement of the policy to be pursued in regard to the tariff was not satisfactory to a great many Canadians. The Government continues in its determination to keep up the tariff, yielding to the demand for reduction, only, where it absolutely cannot help itself. This is excused on the plea that revenue necessities will not permit of any extensive alterations. The only hope held out in the speech is that next year a general revision will be made.

IMPERIAL FEDERATION PROGRESS.

Since the somewhat widespread discussion of the report of the Special Committee of the League, very little has been written or said in Canada on the subject of Imperial Federation. The report of the special committee was widely studied and commented upon, because in the first place the League took pains to have it well distributed throughout all the Colonies in a handy pamphlet form, enabling every one to make a study of it at first hand, and in the second place because it was by far the most important step yet taken in the direction of Federation. It was the first tangible result of the work of the League; a distinct step towards the accomplishment of their object. No very great amount of interest in the question could be awakened until some draft, however rough was made of the proposed form of union, and this is precisely what the Committee's report is intended to be. The way is now opened up to a wonderful extent for a full and free discussion of the whole question which will lead to the final accomplishment or failure of the scheme. The report lays down the main principles upon which the great reform must be carried out and gives the people something definite to form an opinion upon. The argument which has always been trotted out when the subject of Imperial Federation was brought up, that its foremost advocates themselves could not give any idea of the principles upon which it was to be accomplished, is no longer serviceable.

But as we have said, the subject is not now being discussed in Canada to any extent. After everybody had expressed their opinion upon the Special Committee's report, it was let drop and will not be taken up again until there is some new development. Canada seems to be looking to the old country to do all the agitating.

In the old country, although the subject is to a great extent overshadowed just at present by others of more immediate consequence, there is still a lively discussion going on. One thing we notice, in the comments of the British press is that they are possessed of the idea that the Colonies are opposed to contributing anything towards Imperial defence. They look upon

that as the rock upon which the scheme will be wrecked. As far as Canada is concerned, the idea is a mistaken one. The Dominion fully expects to bear its share of the financial burdens of the Federation, especially of the burden of defence, since that is a matter of such vital importance to it. And why should we not? If we share in the advantages of the magnificent defence system which would be established, we should certainly be prepared to contribute, and that handsomely, to its cost, especially when we know that were we to undertake to provide our own defences both by land and water, the price would greatly exceed anything that we will be called upon to pay as a contribution towards a general Imperial defence.

Federationists everywhere are waiting with keen interest the next act in the drama. It will probably be the presentation of the report of the Special Committee to the Prime Minister for the consideration of the Government, which cannot take place for sometime yet on account of the pressure and importance of parliamentary business. If it is then thought advisable and circumstances are propitious a conference of representatives of the self governing Colonies will be called to discuss the whole matter.

MAKING HAY WHILE THE SUN SHINES.

The reported decision of the Canadian steamship lines to raise the passenger rates will have a bad effect upon the immigration to Canada this year. The reason assigned for this action is not very clear, but is said to have been done because the outlook for passenger trade is exceptionally good—not a very reasonable reason. The World's Fair, it is expected, will attract crowds from across the Atlantic, and the steamship companies are going to "make hay while the sun shines," by increasing passenger rates. The increase amounts to fully 10 to 15 per cent on cabin passages, \$5 a ticket on intermediates, and \$6 a ticket on steerage passages. This, while a comparatively small sum in itself, is a plenty large enough increase to scare large numbers of good settlers out of coming, diverting a part of the stream of emigration to some other land. The action, when looked at in the broadest light, does not seem to have been a very intelligent one, even from the steamship companies' point of view. They have been working hard all winter to lay the foundation for a big business in carrying settlers in the spring, and now they undo all their work, and render it worse than useless, for the sake of a paltry temporary advantage. The people who have been worked up to the point of emigrating to Canada will likely continue in their determination to emigrate, but they will turn their footsteps to some country which is reached by a more inviting route. The Australian agents, we may be sure, will make the most of the chance to turn settlers in that direction. Thus not only will the companies lose the immediate traffic, but they will lessen the rate of increase of their permanent business, by retarding the growth of the country which creates it.

Strong appeals should be made through every influential channel to the steamship companies to reconsider this matter. If they continue in their determination to keep up the rates they will injure the Canadian interests very seriously.

YOUNG MEN'S EMIGRATION ADVICE SOCIETY.

Few people in Manitoba, except those who have come in contact with the results, are aware of the work being done in the interests of Manitoba and the Territories, by W. H. Newett, general secretary of the Manchester, Eng., Y. M. C. A. For a number of years Mr. Newett has been conducting what is called a Young Men's Emigration Advice Society, with the object of giving advice and assistance to young men from all parts of the old country who purpose coming out to Canada. Mr. Newett carries on his work in a most common sense way. He does not make any efforts to induce young men to emigrate; he simply aims to aid and guide them after they have decided to do so for themselves. He aids them to decide upon a locality to which to go, he warns them of the difficulties and dangers which will beset them, and does all in his power to help them to emigrate intelligently. They are provided with letters of recommendation and introduction and wherever possible are secured definite promises of homes and employment. They are carefully looked after throughout all the stages of their life in the west until they become permanently settled. Needless to say, this work is a success. The young men all turn out well, as a result of their unusual opportunities, and become valuable settlers. The last number of *The Y. M. C. A. Bee-Hive*, the organ of the Manchester Association, notices in its February number the formation of the 125th party of young men by Mr. Newett, to come to Western Canada.

British Boards of Trade.

The thirty third annual meeting of the Association of Chambers of Commerce of the United Kingdom will be held at the "Whitehall Rooms," Hotel Metropole, Whitehall Place, S. W., on Tuesday, Wednesday and Thursday, the 21st, 22nd and 23rd March, 1893. Following are a few of the resolutions which will be discussed:—

TRADE RELATIONS WITH THE COLONIES.—Proposed by the Birmingham Chamber—That as in the opinion of this meeting the future prosperity of British commerce must increasingly depend on our commercial relations with our colonies, and recognizing the fact that Canada has, by resolution of her Parliament, invited the mother country to enter into an arrangement for reciprocally preferential duties, we hereby urge upon the Government the necessity of taking that invitation into their immediate and most serious consideration. The resolution of the Canadian Parliament is as follows:—"That if and when, the Parliament of Great Britain and Ireland admits Canadian products to the markets of the United Kingdom upon more favorable terms than it accords to the products of foreign countries, the Parliament of Canada will be prepared to accord corresponding advantages by a substantial reduction in the duties which it imposes upon British manufactured goods."

A somewhat similar resolution is also proposed by the Middlesborough chamber.

LANDLORD'S PREFERENTIAL CLAIM FOR RENT.—Oldham Chamber—That the Executive Council be again requested to take such steps as they may deem most expedient to get the law of distress altered so as to give effect to the recommendations comprised in the resolution passed at the last three annual meetings of the Association, which resolution was as follows:—"It is the opinion of this Asso-

ciation that during recent years new conditions have arisen in the conduct of certain trades and manufactures which cause the landlord's present right of distress for rent to operate most unjustly towards the tenant's other creditors. This Association therefore recommends (1) That landlords should not be allowed to distress for rent in advance, nor for more than twelve months rent in arrear. (2) That landlords should have power to distrain for rent of land, tenements and hereditaments only, but such power of distraint should not extend to any sum contracted to be paid for the supply of steam or other motive power, nor for the hire of machinery, nor for any other sum other than for rent as hereinbefore defined in this paragraph."

BANKRUPTCY LAW.—Bradford Chamber—That this Association views with satisfaction the suggestions of the Inspector General in Bankruptcy in his recent report, that the Bankruptcy Courts should be enabled to deal summarily with offences mentioned in the Debtor's Act, and is of opinion that the failure to keep proper books of account and the continuing to trade after clear knowledge of insolvency should be added to the offences so dealt with. And that the Executive be accordingly requested to take steps for promoting or supporting legislation in the directions indicated.

DECIMAL SYSTEM.—Sunderland Chamber—The Executive Council is requested to continue to use every means towards the furtherance of the adoption of a decimal system of coinage and weights and measures in the United Kingdom.

Medicine Hat District.

From the Medicine Hat Times.

The season of the year when those inhabitants of Eastern America and the Old World who are dissatisfied with their limited opportunities look with longing eyes to the newer west is drawing near, and many of them will doubtless make up their mind to emigrate. This country is so large and the opportunities it offers to intending emigrants so varied that the choice of locality to settle in is often a difficult one. The class of emigrants this country is likely to receive for some time is agriculturists, and they will be largely influenced in their choice of locality by three important considerations, viz., quality of soil, climate and water, and where these necessities of a farmer's success are found together in the greatest perfection, there is the place for him to settle. That we have them as nearly perfect in the Medicine Hat district as in any other portion of Canada or the United States, has been fully demonstrated by the experience of the past eight years. The Medicine Hat or Cypress Hills district extends from the 108th meridian about one hundred and fifty miles westward, and from latitude 49½ about seventy miles to the north. Along the southern boundary lie the Cypress Hills, which contain hundreds of square miles of spruce timber, suitable for lumber, building logs, fence rails, etc. Numerous streams of the purest water rise in these hills and flow northward to the South Saskatchewan, which runs through the western and northern portion of the country. Along the valleys of these streams are large bottoms, covered in many places with trees which afford shelter to stock both summer and winter. The banks of nearly all these creeks are lined with springs, which furnish the purest of water all the year round. The Saskatchewan river is a broad stream of pure, clear water, and is navigable for flat bottom steamers.

The Canadian Pacific Railway runs from east to west almost through the centre of the district, with stations about every ten or fifteen miles. The Alberta Coal Company's road enters from the west and joins the C.P.R. at Dunmore. Trails and roads are numerous and invariably good at all seasons of the year. The principal towns are Maple Creek, Dunmore and Medicine Hat, the latter having a population of about 700.

The soil varies from a rich sandy loam to a black peaty one, and is uniformly suitable for either grain or vegetable growing. Wheat averaging thirty-five bushels to the acre and oats averaging over seventy are frequently raised, and no other district in the Northwest grows vegetables equal in quality and size.

In length of growing season and mildness of winter climate, this district excels any part of the Northwest or Manitoba. Spring opens early in March, and seeding is often over by the middle of April. The month of May is usually dry, the rainy season rarely beginning until June, when it is most needed, the winter moisture being sufficient to carry the crops through until that season. The rainy season lasts from six weeks to two months, and is usually followed by a dry autumn. Of course, like other portions of the Northwest, we have had dry seasons during which very little rain fell. However, a dry season does not necessarily mean a complete failure of crops, as under good cultivation fair crops can be raised every season. One strong point in favor of the climate of the Medicine Hat district is the complete absence of summer frosts. In the nine years crops have been raised here there has not been the slightest damage from this cause; indeed, grain is usually harvested here before the first slight frost comes, while tomatoes and melons can be ripened in the open air.

Water, which with few exceptions is invariably good, is easily procured either in the streams or by digging from ten to thirty feet below the surface.

Besides these important considerations already mentioned, there are many others which intended emigrants should take into consideration, such as cost of living, fuel supply, markets, etc.

At present there is a local market for all products of the farm, and farmers settling in this district may rely on getting ready sale for their surplus cattle, grain, vegetables, butter, eggs, etc. The opening of manufactories here, which must take place in the near future, will largely increase this local consumption of farm and garden produce, while a ready outside market can always be found in the neighboring province of British Columbia.

Fuel is abundant and cheap. The whole western portion of the district is underlaid with coal, which is easily mined, and wood can be had for the hauling in the Cypress Hills.

The cost of living here is less than in many other districts of Western Canada.

But while this section of country compares favorably with any other for grain and vegetable raising, yet it is when we look at its fitness for mixed farming that its superior merits become strongly apparent. A mixed farm combines stock-raising with the growing of grain, and consequently does not depend entirely on either branch of industry, and as both are sel-

dom depressed at one time, the settler is always deriving profits from a portion of his investments. Stock of all kinds does well here and can be kept by the farmer at very little expense. No hand feeding is necessary except perhaps for a few weeks during an unusually severe winter, while the great expense of stabling is avoided, stock of all kinds running out during the winter. The buffalo grass which abounds here is considered the most nutritious of the prairie grasses and when cured is equally as good as hay.

The suitability of the country for grain raising has already been shown. Taking into consideration then the fertility of the soil, the richness of the grasses, the purity and abundance of the water supply, the cheapness of timber and fuel, and the mildness and healthfulness of the climate, we believe the district offers greater inducements than any other for the farmer or the rancher to make it his home.

Free Carriage of Seed Wheat.

The following joint circular has been issued by the Canadian Pacific and Manitoba & Northwestern railway Co's. in respect to free transportation of seed grain:—

"The prevalence of smutted wheat and poor quality of oats and barley obtained throughout the grain district last year, and a belief that a change of seed will to some extent eradicate the evil, the companies, parties hereto, in order to assist the farmers to procure suitable seed at moderate cost, will, between 1st March and 15th April next transport free of charge No. 1 and 2 red fife wheat, No. 1 and 2 white oats, and 2 and 6 rowed barley (equal to sample in the possession of station agents, prepared by D. Horn, Dominion Government inspector, Winnipeg), between stations on our respective lines.

This arrangement, so far as the Canadian Pacific railway is concerned, is confined to shipments between stations on the main line, White-mouth to Calgary inclusive, and branch lines in Manitoba and the Northwest Territories.

Seed grain offered for shipment must be carefully examined by the shipping agent, and if equal to the official sample will bill the shipment "For Seed," charges to collect at destination. The grain on arrival at destination to be delivered free on execution of a satisfactory bond from consignee that the grain will be sown by him on his farm, and used for no other purpose. This bond, when properly executed with consignee's receipt for free delivery on the form prescribed by the delivering company's accounting department, will be authority for clearance voucher.

Carload lots passing through Winnipeg to destination to be subject to inspection; way-bill for such shipments to be endorsed "To be inspected at Winnipeg, and held to order Robt. Kerr."

Shipments intended for delivery at flag stations must be covered by special order from the traffic department of the initial line.

Battleford District.

From the *Battleford Herald*.—

From the hundreds of records that might be given of favorable impressions formed of the Battleford country we select a few and we have purposely taken those of a distant date, and of persons not interested in the place, their evidence being free from any suspicion that they were trying to create a "boom" in its favor. To the question that will naturally arise as to why the district has not settled up more rapidly we have only to point out that the defec-

tion of the Canadian Pacific from its original route left the Saskatchewan off the line of travel and the extraordinary and persevering efforts of the great landed corporations along the railway to bring their property before the country helped for a time to divert attention from the Saskatchewan. The long drive across the prairie deterred immigrants from coming in, dread of the trip and doubt as to whether there would be a market for their produce leading them to be content with land possessing fewer natural advantages.

It has always been conceded that the territory to be opened up on the Saskatchewan is, taking it all in all, the best suited for general farming of any section through which a railway projected or completed, runs. Settlers will find the country becoming more desirable as they go north or west after leaving the railway where it crosses the South Branch. Stretching ahead of them for hundreds of miles lies the famous Fertile Belt, coterminal in its length with the North Saskatchewan, and of a width of a hundred miles and upwards. Rich in soil, timber, water, hay and minerals, it bears out the highest praises of all who have written on it, from the earliest explorers to the official "land examiners" of later days. All agree that it is a land of glorious promise. Free from the visitation of the dread cyclone and the no less deadly blizzard, there is no danger to stock running at large; and with a spring as early as Ontario, and a summer just as long, there is nothing to interfere with the operations of the farmer.

The favorable notices quoted are all of old date, and are of greater value because each succeeding year has confirmed the correctness of the observations of the early writers.

The correspondent of the *London (Eng.) Times*, who accompanied Lord Lorne in his tour through the Territories, wrote:—"Battleford is close to the junction of the Battle River with the Saskatchewan. The country through which we have passed since leaving the bluffs is above suspicion. Here at our camping ground the grass is thick and rich and almost up to our knees."

In his address at the Winnipeg banquet the Marquis of Lorne spoke as follows of the country around Battleford:—"For two days' march—that is to say, for about sixty or seventy miles south of Battleford, we passed over land whose excellence could not be excelled for agricultural purposes; thence to the Red Deer Valley the soil is lighter, but still, in my opinion, good for grain, and in any case most admirably suitable for summer pasturage."

Mr. R. Latouche Tupper, who visited this country in 1881 in an official capacity, wrote:—"New settlers are going on to the rich lands in the neighborhood of Battleford. The Eagle Hills country, lying between the two branches of the Saskatchewan, and not far from Battleford, is a very attractive part of the Northwest, while the land across the Saskatchewan to the north is a very rich and luxuriant prairie. There is an abundant supply of wood for fuel and building purposes both on the hills and along the valleys of the larger rivers, consisting principally of poplar and spruce. The water is excellent and entirely free from alkali."

Capt. Deville, Chief Inspector of Surveys, in

his annual report for 1881, says:—"Several surveyors had occasion to cross the valley of the Battle River. They all speak of it as a region of fertility unsurpassed in the whole Northwest. There is good water, abundance of wood and fine prairie openings."

Mr. Wilkins, C.E., who was a member of Prof. Macoun's party in 1870, reported:—"There is a much larger area of good land around Battleford than is generally supposed to exist."

Prof. Macoun says of Battleford and its environs:—"The district lying east of the 110th meridian and north of Lake Manitoba, all the way to Battleford, will yet be an excellent farming country, as the land is level, and the soil, though light in places, very good."

Prof. Kenaston, C.E., who was sent out the same season by the Canadian Pacific Railway Company to examine the country between Moose Jaw and Edmonton, is thus reported:—

"The professor has traveled over a large section of the Northwest, having an eye to the capabilities of the country as well as to the selection of a railway route, and from what he has seen he finds that the Battle River Valley possesses in a greater degree than any other district visited the elements necessary to becoming an important settlement. The land increases in richness as one goes up stream, until it becomes equal to any in the Territories, besides being free from some disadvantages under which some other districts labor."

The late Mr. B. Fremont, who had lived a number of years in the Battle River Valley, and who was thoroughly competent to judge, when asked by a newspaper correspondent for his opinion, gave it in the following words:—

"I have traveled over the greater portion of the western and northwestern States and the Canadian Territories, and have lived in both sections, but in all my travels I have never traversed as fine a region as the Battle River Valley. I have prospected on both sides of the Battle River, from its mouth to Edmonton and Red Deer Crossing, one hundred and seventy miles up, and consider it is, without exception, the finest section of country in the Northwest, on either side of the boundary line. It is admirably adapted to farming in all its branches, and possesses good water in abundance, all the timber necessary for years to come, and grass shoulder-high for miles. The soil is a rich sandy loam with clay subsoil. The lakelets and running streams are pure and clear; and I particularly remarked the absence of alkali ponds and sloughs; and I am satisfied that in the near future this valley will become the garden of the Northwest."

Similar favorable opinions of the northern country could be quoted to an unlimited extent, but enough has been given to show that the advantages claimed for it have been readily recognized by travelers, whether their visits were prompted by business or pleasure.

THE COLONIST received a few days ago a copy of the initial number of *Danebrog*, the first publication ever issued in Canada in the Danish language. *Danebrog* is printed at Ottawa, and is to be devoted to the interests of Scandinavians in Canada. It is published by C. A. Meyer & Son, and edited by Chas. C. Meyer.

The Imperial Institute.

The increased interest taken by all classes in Great Britain in colonial affairs is now receiving fresh stimulus from the completion of the Imperial Institute. This magnificent edifice now stands on the site at South Kensington, formerly occupied by the series of annual exhibitions. It is indeed an appropriate monument to the growth and prosperity of the great Empire. The success of the Indian and Colonial Exhibition in 1886, led the Prince of Wales to suggest that the establishment of a permanent institution, for the intercourse and welfare of the subjects of her vast dominions, would be the most fitting memorial wherewith to mark the jubilee year of Queen Victoria's reign. The scheme found ready support both in Great Britain, and on 4th July 1897, Her Majesty laid the foundation stone—a block of granite from the Cape Colony—the splendid building to open which, early in the month of May next, she will make one of her rare public appearances. A slight idea of the dimensions of the Institute may be gleaned from the fact that its frontage alone extends rather more than 750 feet, whilst the summit of the central tower which crowns the fabric attains a height of no less than 350 feet. The style of architecture adopted is a free rendering of the Renaissance, and all that modern artistic skill and ingenuity could devise has been done to render the Imperial Institute worthy of its title. If the exterior is striking, it is, however, the object and purposes of the interior that will chiefly commend themselves to all who have the prosperity of the British Empire at heart. As there must be many who as yet imperfectly understand its aims, we cannot do better than quote briefly from the charter

1. The formation and exhibition of collections, representing the raw materials and manufactured products of the Empire, so maintained as to illustrate the development of agricultural, commercial, and industrial progress.

2. The establishment or promotion of commercial museums, sample rooms, and intelligence offices in London and other parts of the Empire.

3. The collection and dissemination of such information relating to trades and industries, to emigration, and to other purposes of the charter as may be of use to the subjects of the Empire.

4. The furtherance of systematic colonization.

In brief, emigration and the fostering of trade between Great Britain and her colonies, is the surest means of tightening the bond of union. When in addition it is learnt that part of the building is to be devoted to the social intercourse of colonists of all descriptions, forming as it were a vast club, the gigantic and far-reaching nature of the undertaking will be appreciated.

To no colony can the success of the Institute be of more importance than to our own Dominion. The largest of the dependencies, and particularly available for the immigration which is required for the proper development of its vast resources, Canada, has been allotted the whole of the western gallery, with the additional advantage of a main entrance of its own. By this disposition the Dominion receives rather over 100 yards of a gallery, 20 ft. 6 in. in breadth, and 20 ft. 6 in. in height, for the

exhibition of her products and resources. Each separate province has its own section, in which to show its special features and attractions and the kinds of products and manufacture, for which it is best adapted, and here in return the prospective emigrant can find visible proof of the prosperity of the country. Already two or three of the provinces have made considerable progress with their collections, and it can only be hoped that the others will hasten to forward their contributions, so that on the day of inauguration the whole Dominion from Atlantic to Pacific, will be able to show uninterrupted evidence of its wealth and enterprise. India, Australia, and the other colonies, are all making great efforts, and it should be the aim and desire of Canadians to eclipse all others. There is a market here for many of our products at present almost unknown, and the success of the Imperial Institute, means the further development of our already rapidly increasing export trade.

The Canadian section will be under the supervision of a committee, consisting of the representatives on the governing body of the Imperial Institute, of the various provinces. This committee will meet at frequent intervals and deal with any matters that may arise, and upon which general action is necessary or desirable. The collections will be under the charge of a curator and an assistant curator. Harrison Watson, of Montreal, has been appointed to the former position, and Frederick Plumb, formerly of Toronto, to the latter. Both these gentlemen are well acquainted with the resources and capabilities of the different provinces of the Dominion, and are much interested in the work that is before them.

Any firm or individuals desiring to exhibit at the Imperial Institute, had better communicate with the provincial secretary of his province, who will place them in communication with the officials deputed to make proper collections to represent the resources of the province, and to forward them to London, in time for the opening of the Institute.

Another Province.

The inhabitants of the provisional district of Saskatchewan, which embraces an area of about 114,000 square miles or 72,960,000 acres, are taking steps to have that district admitted as a province of Canada. The people of Prince Albert, its principal town, have been agitating in this direction for some time and they are at the head of the present movement. At a public meeting held recently in that place the following resolution was passed with only two dissenting voices, after able speeches had been delivered by leading business men:—

Moved by James Taylor, seconded by J. F. Betts, M.L.A.:—

Whereas the burden of development of this district is imposed upon its inhabitants without adequate provision being made by which they can be put in possession of resources to meet their requirements and to add to their embarrassment they are inviting people from all countries to settle in this district, people who were in full enjoyment of all advantages and improvements obtainable in other communities, and who naturally look for similar privileges and conveniences to those they enjoyed in the places whence they came. And

Whereas the inhabitants of Saskatchewan, especially the mercantile and farming community, have a more direct interest at stake in the opening up of communication via Hudson's

Bay than the inhabitants or people of any other district or province, and as there is no probability of any province being formed between the present district of Saskatchewan and Hudson's Bay, the extension of our boundaries would not interfere with the right or ambition of any other province and it having been the channel through which for over two centuries access was obtained to this country, Port Churchill naturally belongs to Saskatchewan. And

Whereas it is absolutely necessary for the requirements of this district of Saskatchewan that a readjustment of her political and financial status should at once be made.

Therefore, in the opinion of this meeting the boundaries of the district of Saskatchewan should be extended so as to include Port Churchill on Hudson's Bay and that his excellency the Governor-General of Canada be asked by the people of this district to grant provincial autonomy to Saskatchewan equal in every respect to that enjoyed by the other provinces of the Dominion and also in accordance with the terms and conditions agreed to between the people of Canada and the people of Rupert's Land and the North-west Territories in 1870, when these territories were admitted by Her Majesty into the union.

A stirring speech was made by Mr. James Taylor, who was a pioneer resident of the country, in which he described the events which lead to the acquirement from the Imperial Government, by Canada, of the immemorial history of which Saskatchewan is a part. Following is the concluding portion of this speech, it is pregnant with suggestions of the splendid future of this whole country:—

"The building of the H. B. R. Y. is a subject of vital importance, not only to our district of Saskatchewan but to the whole of the North-west Territories. In fact the subject is one in which not only the people of our territories but also of all Canada should take a thoughtful and personal interest, since we must stand either as men of progress, who will develop and open up their new highway for our products through Hudson's Strait; or form the obstruction to this great enterprise. Port Churchill naturally belongs to Saskatchewan. It is the best harbor for any kind of vessel, the water being deeper and the channels safer. The entrance to Churchill harbor is through a narrow, rocky inlet about half a mile across, a ledge of rock jutting out from the east side nearly across the mouth, upon the extremity of which is the ruins of an old stone battery. The depth in this channel in low water is five fathoms. The breadth of the harbor inside the entrance is about two miles, and continues that width for upwards of fourteen miles from the mouth. The average tide rise is about 9 to 12 ft. and the tide runs nine miles up the river. The overtopping points at the entrance make the harbor perfectly secure from any storm that may rage in the bay, and there is room in the harbor for a large fleet of ocean steamers. Here, then, gentlemen, is the great front door to this country. When the ships from all parts of the world are invited by us to cast their anchors in Churchill harbor a large northern commercial city will arise at Port Churchill, a city exactly a degree and a quarter further south than St. Petersburg, the capital of the Russian Empire. St. Petersburg is in latitude 59° 59', Port Churchill in latitude 53° 44'.

The revenue that will be collected at Churchill will more than compensate the Federal Government for giving us provincial autonomy, we will not then be a source of expense to the Dominion. We will not then require to send immigration agents abroad for the purpose of peopling our Northwest. The tide of immigration will flow directly into our province. Our farmers will find a ready market for their products. The price of grain will be as high in Saskatchewan as in Chicago or Montreal. This, gentlemen is our destiny. The main line of the Canadian Pacific railway will be a great and

important factor in building up the districts of Assiniboia and Alberta, but it never will build up the district of Saskatchewan, and before this district can make any material progress, before our farming country and our merchants and others can have any measure of prosperity we must be able to find a good and ready market for our products. A railway, therefore, from this district to Port Churchill is an imperative necessity. The duty of the hour is for us to appeal to his excellency the Governor General, *because he is the highest representative of Her Majesty in Canada*, and because when entering confederation he told us always to lay any complaint that might arise in this country before him. The day has gone by when we can any longer be put off by the old excuses given by the Federal Government for depriving us of our rights. As members of the Canadian confederation we demand that the same constitution as the other provinces possess shall be conferred upon this district of Saskatchewan, and when discussing this question with us we tell the people of the eastern provinces that we will not discuss the question any longer from a Hudson's Bay Company's point of view, but that we will discuss it only from a people's point of view. The time has come when we must have a readjustment of our political and financial affairs. If this district of Saskatchewan is to be developed and built up by the bone and sinew and the muscle and the hardihood of its inhabitants, the sooner we adjust our affairs with the Federal Government the better it will be for ourselves."

C. P. R. Extension in British Columbia.

H. Abbott, general superintendent of the Pacific Division of the C.P.R., has returned from Montreal. He made the following statement to the press: "I am authorized to spend \$750,000 on the Pacific division this season in renewals and permanent improvements, replacing the wooden culverts and bridges with iron and stone ones, and giving employment to a large number of men. The enlargement of the wharf at Vancouver will be proceeded with at once. Nothing will be done with the general offices in the city pending the action of the Northern Pacific in its constructions, should that road reach the city. Work will commence on the Vancouver and Lulu Island tramway as soon as the weather is propitious. The line will run along Granville or some parallel street to Hastings street, which vicinity will be the terminus. The Australian steamship service will not be put until after fast Atlantic service is established. The C. P. R. is negotiating with a view to operate the Spence's bridge and Nicola railroad after its construction. As soon as the people themselves decide the best route for running their line north from the trunk line into Cariboo, something definite will be done. From Kamloops along the Thompson river seems the most feasible route. Steamship service will be put on Okanagan Lake very soon. The outlook for the Okanagan country is very promising. There will be a line from Revelstoke to the Upper Arrow Lake. When actual development of the mines take place we shall, in short, do everything in our power to build up and develop trade between the coast cities, the mining camps and the wholesale centres. In Kootenay the C. P. R. has secured the control of the Gaft road running from Dunmore in a southerly direction towards the Crow's Nest Pass, and 100 miles from it. This road will be extended in the spring and will

also be carried in a northwesterly direction through Nelson and will eventually accommodate the miners in all parts of Southern Kootenay."

The Manitoba Mines.

Some years ago the discovery of iron deposits in Black Island, Lake Winnipeg, gave rise to the hope that iron production might possibly become a profitable industry. There seemed at that time no doubt of the existence of the ore and the practicability of mining it, but the expense of transportation, either of the ore to a point of manufacture or of coal to the neighborhood of the iron deposit, put the idea of the utilization of the mines out of the question. If, however, the estimates of F. Proudfoot which he has issued in circular form are correct, the starting of a new and profitable provincial industry has become perfectly feasible. The factor introduced that brings that about is the possibility of delivering Eatevan coal at Winnipeg or Selkirk at four dollars a ton. With this possibility verified Mr. Proudfoot's figures demonstrate that pig iron may be manufactured more cheaply in Winnipeg than at Three Rivers, Hamilton or St. Thomas, to say nothing of the long haul in shipping iron for car wheels and other uses from the east. If the development foreshadowed by Mr. Proudfoot materializes, the city of Winnipeg will immediately have to revive the question of the deepening of the St. Andrew's rapids from the comatose state into which it has fallen.—*Free Press.*

Manitoba Notes.

Manitoba has now some forty flour mills. J. Y. Griffin & Co., pork packers, Winnipeg, contemplate establishing a large slaughter and summer packing house in Winnipeg. The employees of the tailoring establishments of Winnipeg went on strike on Monday the 20th, in protest against a new scale of wages which had been adopted by their employers. The Ogilvie Milling Company, through their Winnipeg manager, have generously placed fifty bags of their best Hungarian flour at the disposal of the city relief committee for distribution among the poor. A Portage paper made the statement recently that the paper mill company whose mill at that place was burned some time ago, have almost decided not to rebuild the mill there. They favor Winnipeg as a new location. The contract has been let for the building of a new bridge across the Red river at Winnipeg by the Norwood Improvement Company. The cost will be about \$60,000. The bridge is designed to give more ready access to Norwood, the new residential suburb of Winnipeg. A sale of school lands took place at Brandon recently. There was but one parcel put up that brought more than the upset price. There were twenty-two quarter sections sold, amounting to 3,488 acres, the sum realized being \$24,509 or an average of \$7.03 per acre. There were but two of the parcels that brought over \$10 an acre. Nearly every parcel sold was bought by a farmer or a farmer's son.

A deputation of Icelanders from Northern Manitoba waited upon the Provincial Minister of Public Works early last month to ask that an appropriation be provided to complete the colonization road along the west shore of Lake Winnipeg, through the Icelandic settlement to Gimli. The minister promised that the matter should have his attention.

It is stated that the proposed electric railway between Winnipeg and Selkirk will be in operation by September next. It is thought by the promoters that this road can be made profitable by the establishment of a summer camping resort on Sugar Island, in the Red river, just above Selkirk. The island is a very pretty one, and would make an excellent camping, bathing and fishing resort.

The annual convention of the Provincial Lumbermen's association was held last week in Winnipeg. Matters of interest to the trade were discussed and business prospects dwelt upon. The financial statement which was presented showed a balance on the right side. It was decided to engage a secretary for the association, who will devote his entire time to the business of the organization. The officers elected for the year are: A. Brown, Winnipeg, president; J. L. Campbell, Melita, vice president; J. B. Housser, Portage la Prairie; R. H. O'Hara, Brandon; P. Aitkins, Morden; Jas. Boyd, Deloraine; J. M. Hall, Winnipeg, directors. It was decided to join the United Lumbermen's association which meets in Cleveland in October.

The Winnipeg civic legislative committee has decided to submit the following propositions to the legislature with a request that they be incorporated in the municipal act: That the rate of taxation be 75c per square foot as the maximum and 80c per square foot as the minimum; that the tax on horses be \$10 for stallions, \$20 for speeding horses, and \$3 for other horses; that every street railway company be taxed \$150 per mile of track; that the Winnipeg Waterworks company pay \$3,000 per year on a basis of 30,000 of a population, and 10 per cent on the increase of every 5,000 population; the electric light companies pay \$300 on same basis, and \$125 for every 5,000 population increase; that electric and gas light companies pay \$1,200 and \$200 on 5,000 increase that telephone companies pay \$600 and \$200 on the same basis. The tax per square foot of floor accommodation for business places is to take the place of the present unjust system of taxing stocks.

GILLETT'S
 PURE
 POWDERED 100%
LYE
 PUREST, STRONGEST, BEST.
 Ready for use in any quantity. For making Soap, Softening Water, Bleaching, and a hundred other uses. A can equals 25 pounds of Soda.
 Sold by All Grocers and Druggists.
G. W. GILLETT, Toronto

MANITOBA
—AND—
NORTHWEST
LAND CORPORATION,
LIMITED.

This Company has purchased some 300,000 acres of land from the Manitoba & Northwestern Railway Company and now offers these for sale on easy terms.

Selections may be made from any odd-numbered sections in the land grant of the Manitoba & Northwestern Railway Company.

For further particulars apply to

ALLAN, BRYDGES & CO.,
Agents, 350 Main St., Winnipeg.

“Canada,”

The cheapest, brightest and best of Canadian Monthly Papers. Subscription 50 cents.

OUR SPECIAL OFFER.

To each new subscriber who remits 50 cents, and mentions *The Colonist*, we will send “Canada” for one year, and any one of the following premiums, free and post-paid:— Little Giant Stamping Outfit, worth 25 cents; Surprise Cook Book (1,060 recipes), worth 25 cents; 1,000 Popular Quotations, worth 25 cts; 600 songs (words and music), worth 30 cents. Rubber Stamp (for marking linen, any name, with ink and pad), worth 50 cents; Cooper's Leather-Stocking Tales, worth 50 cents; a year's subscription to *Womanland*, an excellent illustrated monthly paper, worth 50 cents; or a box of Seeds and Bulbs, worth 75 cents. Stamps can be sent if more convenient.

Address: MATTHEW R. KNIGHT,
Hampton, New Brunswick.

The Little Schoolmaster in the Art of Advertising:

Printers' Ink,

A Weekly Journal for Advertisers.

Will be sent to any address for one Year for

Two Dollars.

PRINTERS' INK gives the news of the advertising world. Every issue is full of ideas.

ADDRESS (inclosing Two Dollars)

PRINTERS' INK,

10 Spruce Street, - - NEW YORK.

For five dollars a copy of the last issue of the American Newspaper Directory (1,500 pages) will be sent, carriage paid, to any address, and the purchase of the book carries with it a paid-in-advance subscription to PRINTERS' INK for one year.

DOMINION PIANOS AND ORGANS

ARE THE LEADING CANADIAN INSTRUMENTS.

Medals and Prizes

1st At Philadelphia, 1876
At London, England, 1876.
At Sydney, Australia, 1878.
At Paris, France, 1878.

1st At Montreal, Canada, 1880.
At Antwerp, Belgium, 1885.
At Ottawa, Canada, 1889.
At over 200 Fairs in the Provinces

1st IN THE ESTIMATION OF THE MUSICAL PEOPLE.

For further information apply to the General Agent for Manitoba and North-West Territories.

R. H. NUNN, - 482 Main Street, Winnipeg

BOYCE'S Carriage Works,

Show Rooms: | Workshops:
JAMES STREET. | ROSS STREET.

Manufacturer of all Classes of Wheeled Vehicles.

—OUR SPECIALTY IS—

DELIVERY AND COMMERCIAL WAGONS.

We also carry a full line of Phaetons, Surreys, and Kensingtons and Any style of Job asked for 22" Catalogue on Application.

Edward L. Drewry

Fine Ales,

Extra Porter

—AND—

Premium

Lager.

Highest Cash Price

Paid for Good

Malting Barley.

Redwood Brewery

Winnipeg, Man.

CANADA SETTLERS

LOAN AND TRUST CO

(LIMITED)

Capital, - \$500,000 Sterling.

MONEY TO LOAN!

ON FARM AND CITY PROPERTY IN WESTERN CANADA.

Special power to Lend to new and approved Settlers on Homesteads.

ADDRESS:

ALLAN, BRYDGES, & CO.

MANAGERS,

350 MAIN STREET,

WINNIPEG.

P.O. BOX 1299.

The Regina District.

By Geo. W. Brown in Regina Standard.—

The Regina district embracing an area within a radius of say twenty-five miles around the town of Regina, consists almost entirely of an undulating clay plain of which ninety per cent. has been classed as "first-class land" in the reports made by the Dominion Land surveyors published in connection with the survey of the district.

The north-east part of the district is the only part differing materially from the rest. Here we find a black loamy soil interspersed with a few gravelly ridges, ponds or sloughs and dotted with islands or clumps of poplar and willow.

To the north and northwest the clay plains are traversed by many large ravines and coulees in the bottom of which are found springs and spring creeks which flow into the Qu'Appelle river. In nearly all these coulees or ravines and along the Qu'Appelle river quantities of timber are found which will serve for fuel and fencing for a considerable time. The Qu'Appelle valley itself is about a mile and a half wide and from two hundred and fifty to three hundred and fifty feet deep. Its vegetation is profuse: more than eighty varieties of grasses have been discovered. From its natural shelter, large quantities of natural hay and abundant herbage, it has become a favorite place for cattle ranching, the cattle being able to run at large all winter, needing very little, if any, feed but depending mainly upon the grass which has been cured into a natural hay by the hot sun and dry weather so prevalent in autumn months and which is preserved in all its nutritious qualities under the light dry snow peculiar to the Northwest. The ranching now carried on must, however, with the advent of settlement give way to dairy farming which, on account of its wonderful adaptability of the soil for root culture, pure spring water and a temperature during the summer nights several degrees cooler than on the plains above, is sure to prove more remunerative on land which is too valuable to be given up for ranching alone; dairy farming needing more labor will receive more impetus when the supply of labor becomes constant and cheaper and the output becoming extensive enough to guarantee the putting in use of the best method of handling butter and cheese; a higher price and a surer market will be obtained than is at present the case with only a home demand to supply.

Besides the Qu'Appelle river the district is watered by the Wascans, Boggy creek, Cottonwood and Spring creek, and their tributaries, while almost everywhere a plentiful supply of good water can be had by digging to a depth of from twelve to sixty feet.

Although the soil is what may be termed a clay, still its qualities are entirely different to those generally found in clay soils. If turned up in lumps while wet instead of baking it will moulder away into dust upon exposure to the atmosphere, and in fact the wetter it is when ploughed or harrowed the better the effect upon the soil. It is almost entirely free from boulders or stones except along the lakes or bottoms of ravines or coulees. When wet it is

very adhesive and all its qualities go to show that the Regina plain was at one time an island sea or lake now extinct, as upon examination of the strata it is clearly seen to be made up of a series of alluvial deposits. The sub-soil is practically the same as the surface, except, of course, that it lacks the vegetable matter and if brought to the surface and exposed to the air for a time it appears to become as equally productive as the surface soil.

It more nearly resembles the soil of the Red River valley than any I have seen, with this difference, that while the surface is not so full of vegetable matter and black in color the sub-soil is almost identically the same as that of the surface and it is not such a dead level, but, from its gentle undulating character it is naturally well drained and free from all alkali patches.

That it is an excellent wheat soil is attested by the excellent quality of grain produced. Some two years ago the United States Government at Washington, wishing to distribute among the farmers small quantities of the very best seed wheat, sent to Mr. Waugh of the *North-West Farmer* at Winnipeg to obtain the very best sample that could be procured in the Canadian Northwest. The seed he selected came from the Regina district and the United States Government not only expressed their satisfaction with the grain sent but claimed that it far exceeded their expectations.

The average yield on fairly well cultivated land would be from 20 to 30 bushels per acre. I have seen several times from 50 to 55 bushels to the acre, but this is exceptional; on very poorly cultivated land the yield is often much less than the minimum I have mentioned. Oats yield from 30 to 100 bushels per acre and barley 25 to 60. All kinds of root crops do exceedingly well and with proper cultivation are never a failure. As to the danger from summer frost I may say, after an experience of eleven years spent wholly in this district, that the usual time for frost that would in the slightest degree injure wheat is between the eleventh and seventeenth day of September, only twice I have seen injuries done the wheat crops before this date, viz: in 1885 on the 5th and in 1890 on the 8th of September, twice have I seen wheat cut during the last days of September wholly unharmed.

The fuel supply of the district after the wood is exhausted is assured by the proximity of the Souris coal fields, which are now being developed.

Brick clay is found in many parts of the district, also sand and lime, which, with the boulders mentioned, can be used in building, while lumber of all kinds must be brought from British Columbia or Northwestern Ontario.

I have, in a very brief way, described the district. There are many things that a minute description of would be of interest to an incoming settler, that the bounds of the present letter do not admit of.

In conclusion I would say that I have no hesitation in recommending the district as a field for settlement to any one who is willing to give it a fair trial. It is a land of undeveloped possibilities, and the extent to which the possibilities are developed depend largely on upon whom the task devolves.

B. C. Notes.

The Okanagan Telephone Company has been incorporated.

The Turner and Beeton salmon canneries in Varness, near the Skeena river, were destroyed by fire on February 7th. The property destroyed is estimated to have been worth \$40,000; insurance, \$34,600.

The new factory of the Canada Paint Company, at Victoria, is now in operation. Almost everything which will be sold, excepting, of course, the raw materials, is produced at the works, even to the cans in which the paints and oils are put up.

Argenta and Duncan City are among the latest of British Columbia's new towns. Argenta is at the head of Kootenay Lake, on the east side, and Duncan City is situated on Upper Kootenay Lake, 34 miles from Kaslo.

Mary Island, one of the finest and prettiest islands between Vancouver Island and the Mainland, has been sold to a syndicate of eastern people. It contains 1,956 acres and is situated east of Valdez Island on the line of the proposed ferry of the British Pacific Railway. It is almost clear, the soil fertile and the surroundings picturesque.

A February issue of the *Steveston Enterprise* says: "Although a small place, Steveston boasts of possessing a musical prodigy in Mr. Ed. Hunt's son. Eddie is at present 9 years old and his first induction in musical lines took place a year ago when he became a member of the Steveston brass band. He took to music as naturally as a duck takes to water and soon distanced his older rivals in the ease and skill with which he rendered his parts. He has mastered the cornet, the fiddle and piano, and plays first or solo cornet in the band. Eddie has lately turned his attention to composing music, and has already written several intricate pieces which he has adapted for the use of the various instruments in the band. One of these which he has entitled the 'Richmond Quickstep,' will be played at the coming band concert."

School Land Sale.

A plan has been adopted by the Dominion Government by which it is thought the vexed question of illegal occupation of school lands in Manitoba can be settled. The principles of this plan were contained in the issue of the *Canada Gazette* (official), of February 4th. The explanation read as follows:—

"After careful consideration of the long-standing question of illegal occupation and cultivation of school lands in Manitoba, it was decided that, except in certain special cases, the only way of protecting the interests of school endowment and preventing at the same time any apparent hardships to those squatters, who in good faith and ignorance of the law have settled upon these lands, would be to offer at public auction all those quarter sections which to the knowledge of the Department of the Interior are illegally occupied, thus affording squatters an opportunity of acquiring the land, and after the sales to take legal proceedings against those who failed to avail themselves of this chance of acquiring the land, and yet persisted in their illegal occupation or cultivation of it.

Coal and Petroleum in Ecuador.

W. H. D. Haggard, of Quito, in a report to the Foreign Office on the trade of Ecuador for the year 1891-2, states that the country possesses almost every metal, including coal, which in the probable event of the ultimate completion of the canal across the Isthmus of Panama may, from the necessity and nearness of the supply, become extremely valuable. Petroleum is also found in various places. It is specially abundant in the St. Helena district to the northwest of Guayaquil, where it lies in pools on the ground and is to be seen floating on the adjoining sea. Hitherto, owing to apathy and restrictions of various kinds, it has not been worked save to supply the neighboring town of Guayaquil with light and with pitch for vessels; but a very favorable mining law having been passed in the late Congress, it may be expected that advantage will now be taken of what is described as the unlimited supply of oil—in fact, a syndicate is in course of formation to purchase and dispose of the district to European or North American companies. The petroleum is said to be of exceptionally good quality, and to be, consequently, specially suitable for lubricants, as well as for lighting and fuel.

Port Arthur's Prospects.

At a recent annual meeting of the Port Arthur Board of Trade, retiring president Marks delivered an address upon the prospects and resources of Port Arthur district from which we make the following extracts:

The town is as yet without a flouring mill, and I am more than ever convinced that there is no better place on the continent of America for the building up of this industry than here. When in Montreal in December last, a prominent grain and flour firm told me they would erect here a flouring mill of a capacity of 200 to 500 barrels per day if they could get reasonable terms and a guarantee that their flour and surplus wheat could be forwarded upon a through rate, as is now done with wheat from the elevators here and at Fort William. I think this matter could be arranged with the railway company very easily, and it should be done, so that we could be in a position to continue these negotiations without delay, or initiate others.

The elevator storage capacity at Port Arthur and Fort William is now about 4,000,000 bushels, and the Canadian Pacific Co. proposes to erect during the coming season another elevator of at least 1,000,000 bushels capacity. The establishment here a year ago, in connection with the Port Arthur elevator, of a system of improved grain cleaning machinery has been successful, and during the year 1892 more than 1,000,000 bushels of the Manitoba crops of 1891 and 1892 were handled at this point. This means a great deal of money paid out for wages, besides adding largely to our lake tonnage and exports.

There are said to be at work in the lumber woods of Eastern Algoma this winter some 5,000 men, cutting saw logs and pulp wood, all the latter and nearly all the former are taken to the United States to be manufactured. There are so few pulp mills in Canada that the pulp wood has, of necessity, to be exported, but the people of Eastern Algoma think it a grievance, and a most serious one, that the hundreds of thousands of dollars, which are annually paid out for the manufacture of these saw-logs into lumber should go into the pockets of Michigan mill hands, instead of to the hardy workmen of Algoma. When the Ontario Government sold its limits in West Algoma, they wisely inserted a clause in the terms

that the timber so bought should be manufactured within the province.

Quite recently the town was approached by parties who desired to build a blast furnace. It was a pity that those negotiations came to such an abrupt termination. If possible they should be renewed at once. There are many other localities in Canada at work on this same project, and the one which succeeds first will in all probability be the centre for iron manufacturing in this country. It is much better for both Port Arthur and Fort William to have his enterprise located somewhere in or near either Town than it is to have it 1,000 miles away.

IRON MINING.

Following up the question of making this an iron manufacturing centre, it is only appropriate to draw your attention to the question of iron mining. During the last five years, hundreds of thousands of acres of our iron lands have been located and patented. In the great majority of cases these lands have been bought from the Crown by United States citizens, in other instances large sums have been paid out to the original owners for what are believed to be very valuable iron properties; but I am sorry to say what we have not to day in Algoma a single iron mine in active operation. Various reasons are given for this. The chief and only valid ones are that there is no furnace to treat the ore, and that with the present duty of 75 cents per ton on iron ore going into the United States and ore at its present price, it is not possible to export it at a profit. There are several different iron ranges in the district: The Gunflint, on the line of the Port Arthur, Duluth & Western, the Matawan—which crosses the Canadian Pacific about twenty five miles west of here—and the Atikokan, about one hundred miles due west. I am informed and have every reason to believe the information to be correct, that these ranges are geographically so situated that there should be plenty of ore found on them all, and the evidence from such work and exploration as has already been done corroborates this and proves the ore to be of a Bessemer quality.

A prominent plank in the platform of the political party now in power in the neighboring Republic was free raw material. We may therefore expect that when the tariff is revised, and it is bound to be soon, that iron ore will be put on the free list. In that case there is no reason why the exportation of Canadian ore should not commence immediately, for undoubtedly the district contiguous to Port Arthur is quite as rich in ore as either of the neighboring States of Minnesota, Wisconsin or Michigan, which, during 1892 mined a grand total of 9,071,243 gross tons, of which 1,176,659 were mined on the Vermillion Range (Minnesota), and hauled by the Duluth & Iron Range Railway to Two Harbors for shipment by vessel.

PORT ARTHUR, DULUTH AND WESTERN RAILWAY.

The completion of the Port Arthur, Duluth & Western railway from Port Arthur to its Canadian terminus at Gunflint Lake, and the further extension of it for six miles to the Gunflint Lake Iron Company's mines situated on the now famous Matawan Range in Minnesota is a matter we should congratulate ourselves upon. Already a contract has been made extending over a term of years, for the transportation of 1,000,000 of ore from the Gunflint Lake mine. Every effort should now be made to have the short gap between the present terminus of this and the Duluth & Iron Range railway built, in order that the people of this district might have a new outlet to the south. This extension would also tap the Vermillion Range, the output of which has already been referred to.

As you are aware, the Ontario & Rainy River railway has running powers over the Port Arthur Duluth & Western railway to Sand Lake about sixty miles. This company proposes to extend this line to Sturgeon Falls, the head of navigation on Rainy Lake, a dis-

tance of about 135 miles, by way of the Atikokan River, if reasonable aid be granted them by the Dominion and Provincial Governments and such assistance from the local municipalities as the enterprise is considered to deserve. The completion of the line to Sturgeon Falls and a small expenditure on the Fort Francis lock would give direct communication, rail, lake or river, from Port Arthur to Rat Portage, allow our people to get a fair share of the trade of the Huronian Gold district, the Atikokan Iron range, the extensive pine forests of Western Ontario and Northern Minnesota, not to mention the trade caused by the increased settlement in the fertile valley of the Rainy river.

From railway traffic to water communication is but a step. The statement recently made by the Hon. Minister of Railways and Canals, that the "Soo" lock would be completed by May 1st, 1894, and that within three years the St. Lawrence system of canals will be completed so that a boat carrying 2,000 tons of cargo may clear from Port Arthur and without transshipment deliver it in Liverpool or any port in the world, is one that Canadians may well be proud of. Then, and not till then, will the people of the Canadian Northwest know what it is to have a method of transportation from Port Arthur to the sea, by which the product of their prairies can be carried at the rate of one mill per ton per mile, a rate which no railway on earth can commence to compete with. In other words, a rate from here to Montreal, including canal tolls, not to exceed five cents on a bushel of wheat. While I am personally of opinion that the enlargement should have been proceeded with upon the basis of a 20 foot channel, the half loaf is better than no bread, and 14 feet of water is a vast improvement upon a scant 9. However, I hope to see the day when the deep channel will be carried through by the united efforts of both nations and the St. Lawrence route made the outlet for the traffic, not only of Canada, but for the northern and northwestern states.

Present indications are that the district of Algoma will soon be recognized as a great gold field; already from Sudbury to Rat Portage gold mines are being worked, and it only wants capital to start one hundred mines for every one now being developed.

New Post Offices.

The new post offices to be opened on the 1st of March in Manitoba and the Northwest Territories are: Bagot, 33, 11, 9, Marquette—Wm. Cairns, postmaster; Baexelles, 32, 6, 11, Selkirk—Rev. G. Williams, postmaster; Hyde, 29, 19, 7, Assiniboia—G. A. E. Hyde, postmaster; Ingleside, 27, 10, 4, Marquette—A. McShannock, postmaster.

The following transfers have been made to come into effect on March 1st:—Bramsley, Jas. Taylor vice George Glen, resigned; Bradenburg—W. W. Wilson vice J. J. Buchanan, resigned; Col—W. E. Jones vice F. Fisher, resigned; Fannystole—A. Jacques vice A. Veroneau, resigned; Ppstone—John McKinnon vice J. Bothneau, resigned.

Another proposition is up for the establishment of a binder twine factory in Winnipeg.

The Hon. Robt. Watson, Minister of Public Works, reported to the Manitoba Legislative Assembly on Thursday the 9th, the result of the calculations and topographical surveys made under the direction of his Department, with a view to ascertaining the probable cost of draining the lands adjacent to the city of Winnipeg. The total cost, it is estimated, would be in the neighborhood of \$212,250.

Nopri Zesf Orst Up Idpe Ople.

If you can read the above sentence you may receive a reward.

To the first person sending us the correct answer to the above problem the publishers of *Good News* will give Seventy-five Dollars in cash; for the second correct answer Fifty Dollars in cash; for the third correct answer in eloquent Gold Watch; for the fourth correct answer a first class Box or Case Safety Bicycle; for the fifth, a French Music Box; for the sixth a pair of penum Diam and Earlins; to the seventh first-class Kodak Camera, with a couple to outfit for use; to the eighth a complete Lawn Tennis outfit; for the ninth an extra pair of Pearl Opera Glasses; to the tenth a Silk Press Pattern (any color desired).

Enclosure must be the above puzzle must enclose with the same Thirty Cents Silver, (or ten three-cent stamps) for three months trial subscription, or three subscribers at ten cents for one month, to *Good News*, Canada's Literary Newspaper. The envelope which contains correct answer bearing earliest postmark will receive first prize, the balance strictly in order as received.

All answers must be mailed on or before the first of each month. Names and addresses of prize winners will be published in our journal.

Address

GOOD NEWS PUBLISHING CO.,
TORONTO, CANADA.

GIVEN AWAY

One Hundred and Forty-one Handsome Photographs In One Grand

PICTURE

All the Conservative Members of

1892 Parliament 1892

Including extra large size photographs of Sir John Abbott, Premier, and Sir John Thompson, leader of the House of Commons, surrounded by the Cabinet Ministers, and grouped on either side the members of the House from every Province in the Dominion, making a total of 141 splendid photographs; every one a perfect likeness.

This great picture is a reproduction by Photogravure process on copper plate of the picture presented to Sir John Thompson by the Conservative Members during the last session.

THE ORIGINAL PICTURE
COST OVER \$500.

The *Empire* has secured the copyright to reproduce this Grand Picture. It is printed on special plate paper in photographic ink and is 3 feet 6 inches by 2 feet 4 inches in size and makes a splendid picture for framing. A key giving the name of each member and constituency represented is printed on the margin, making a valuable work of reference.

NO EXTRA CHARGE

Will be made for this Grand Premium, but it will be

GIVEN FREE

To Every Subscriber for the

Weekly Empire

FOR 1893.

THE *WEEKLY EMPIRE* is without doubt the best Weekly for \$100 published in Canada, containing 12 pages of latest news of the day. Special departments on Agriculture, Woman's Empire, Our Curiosity Shop, Old World Diary, the latest Sporting Events, etc. Only One Dollar per year. Sent to any address in Canada or the United States. Every subscriber will get the Premium Picture as a Present.

Send in your subscription at once, or order through our local agent.

Address: **THE EMPIRE, Toronto, Ont.**

HOMESTEAD REGULATIONS OF CANADA.

The Department of the Interior of the Canadian Government issues through Mr. A. M. Burgess, Deputy Minister of the Interior, Ottawa, the following rules relating to the acquiring of land:

All even-numbered sections of Dominion Lands in Manitoba or the North-West Territories, excepting 8 and 26, which have not been homesteaded, reserved to provide wood lots for settlers, or other purposes, may be homesteaded by any person who is the sole head of a family, or male over eighteen years of age, to the extent of one quarter section of 160 acres, more or less.

ENTRY.

Entry may be made personally at the local land office in which the land to be taken is situate, or if the homesteader desires, he may on application to the Minister of the Interior, Ottawa, or the Commissioner of Dominion Lands, Winnipeg, receive authority for some one to make the entry for him. A fee of \$10 is charged for an ordinary homestead entry; but for lands which have been occupied an additional fee of \$10 is chargeable to meet inspection and cancellation expenses.

HOMESTEAD DUTIES.

Under the present law homestead duties may be performed in three ways, and on making application for entry the settler must declare under which of the following conditions he elects to hold his land:

1. Three years' cultivation and residence, during which period the settler may not be absent for more than six months in any one year without forfeiting the entry.

2. Residence for three years anywhere within two miles of the homestead quarter-section and afterwards actual residence in a habitable house upon the homestead for three months next prior to application for patent. Under this system 10 acres must be broken the first year after entry, 15 acres additional in the second, and 15 in the third year; 10 acres to be in crop the second year, and 25 acres in the third year.

3. The five years' system under which a settler may reside anywhere for the first two years, (but must perfect his entry by commencing cultivation within six months after the date thereof), breaking 5 acres the first year, cropping those five acres and breaking 10 acres additional the second year, and also building a habitable house before the end of the second year. The settler must commence actual residence on the homestead at the expiration of two years from date of entry, and thereafter reside upon and cultivate his home-stead for at least six months in each of the three next succeeding years.

APPLICATION FOR PATENT

may be made before the local agent, any homestead inspector, or the intelligence officer at Medicine Hat or Qu'Appelle Station. Before making application for Patent the settler must give six months notice in writing to the Commissioner of Dominion Lands of his intention to do so.

INTELLIGENCE OFFICES.

Intelligence offices are situate at Qu'Appelle Station, and Medicine Hat. Newly arrived immigrants will receive, at any of these offices information as to the lands that are open for entry, and from the officers in charge, free of expense, advice and assistance in securing lands to suit them.

A SECOND HOMESTEAD

may be taken by any one who has received a homestead patent or a certificate of recommendation, countersigned by the Commissioner of Dominion Lands, upon application for patent made by him, or had acquired title to his first homestead on, or prior to the second day of June, 1887.

INFORMATION.

Full information respecting the land, timber coal and mineral laws, and copies of these Regulations, as well as those respecting Dominion Lands in the Railway Belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa; the Commissioner of Dominion Lands, Winnipeg, Manitoba; or to any of the Dominion Lands Agents in Manitoba or the North-West Territories.

Northern Pacific Railroad

The Popular Route

ST. PAUL, MINNEAPOLIS,

And all points in the UNITED STATES and CANADA.

Pullman Palace Vestibuled Sleeping Cars and Dining Cars,

ON EXPRESS TRAINS DAILY TO

TORONTO, MONTREAL,

And to all points in EASTERN CANADA, via St. Paul and Chicago.

An opportunity to pass through the celebrated St. Clair Tunnel. Baggage is checked through in bond, and there is no customs examinations.

OCEAN PASSAGES.

And Berths secured to and from Great Britain, Europe, China and Japan. All first-class steamship lines represented.

THE GREAT TRANSCONTINENTAL ROUTE TO THE PACIFIC COAST.

For full information regarding rates, etc., call on or address your nearest ticket agent, or

CHAS. S. FEE,

General Passenger and Ticket Agent, St. Paul.

H. SWIFT FORD,

General Agent, Winnipeg.

F. J. McLELLAN,

Ticket Agent, 450 Main St. Winnipeg.

A GREAT DOLLAR'S WORTH.

The *Winnipeg Weekly Tribune*, 12 to 16 pages each issue, the largest Weekly published in the Canadian Northwest is mailed to any address in Canada or the United States for \$1 a year. A magnificent portrait of either the late Sir John Macdonald or the Hon. Wilfred Laurier is given to every subscriber.

THE TRIBUNE PUBLISHING COMPANY.

WINNIPEG, - - MANITOBA.

Reaching the Farming Classes.

The following letter to the editor of *The Canadian Gazette* gives an idea of the work being done in the old country in the interest of emigration to Canada:

DEAR SIR,—I have just returned to the old country from Winnipeg, where I have been a resident for the past nineteen years, and was exceedingly pleased to see that the Canadian Government are making efforts in the right direction to secure emigration to our country. Last week a gentleman, Mr. Hickman, from the Canadian Government, visited this village where I am staying with my friends, and gave an illustrated lecture upon the resources of Canada, principally dealing with Manitoba. The views were very good and faithfully portrayed and the room was filled with exactly the class of young farmers we want there. The speaker did not know that I was present till after the meeting was over, and I must say that with the aid of the clear views he spoke exceedingly well, and described to the letter the advantages of Manitoba. His knowledge of facts and figures soon assured me, that to use a phrase, "he had been there" to some purpose. He was surrounded by people at the close of the lecture asking for various information regarding emigration. I am glad to see this practical way of directly reaching the right people we require in Canada, and hope our Government will give many hundreds of such good entertainments in various parts of England, as it is the best way I have yet seen of bringing the population to our fertile land. I am now returning to Manitoba and am taking back a couple of young fellows with me to initiate into farming.

Yours faithfully,

AN OLD CANADIAN.

February 10th, 1893.

Estevan.

There is probably no town in the Territories possessing exactly the same natural advantages as Estevan, a new town on the Souths, and certainly none whose people are more confident of the future greatness of their town. The country around Estevan is not unlike other portions of the prairie section in appearance, but in its immediate vicinity the soil is of a light sandy nature, and not as well adapted to wheat growing as the land to the north and east. The greater portions of these lands are already taken up, so that the farm trade will soon be of considerable importance. Settlers who have lived in the southern part of Assiniboia for several years claim that they have never experienced any drawback from early frosts. Water in great abundance and of most excellent quality is to be found at a maximum depth of twenty feet. The coal industry is already of such importance as to justify the opinion that when more fully developed it will furnish the great bulk of the fuel for ordinary house use in Manitoba and Assiniboia. The present output from all the mines is in the neighborhood of 250 tons a day, while there is a demand for at least four times that amount. The Hazzard coal is highly spoken of by those who have used it, and is no doubt an excellent lignite coal. T. T. Thompson is manager of the Hazzard mine, and is highly pleased with the satisfaction the product of their mine is giving wherever used. There is also to be found here large deposits of clay of different varieties, most valuable for manufacturing

purposes. In addition to these resources the town is liberally supported by the C. P. R. The company are building roundhouses, a large station house, and freight sheds and also a number of cottages. If the C. P. R. Co. carry out their declared intention of making Estevan a railway centre, there is little doubt but before the close of '93 it will be a town of considerable importance.—*Qu'Appelle Progress*.

Assiniboia Notes.

Asst. Indian Commissioner Forget and his wife left Regina late in February for Eastern Canada. Mr. Forget will journey to the Mediterranean in search of health, while Mrs. Forget remains in Montreal.

F. G. Farquier has been appointed Territorial World's Fair Secretary in place of Mr. Thorburn who resigned the position on account of his inability to attend to the duties and look after his own affairs as well.

The *Medicine Hat Times*, of Feb. 9th, said: "A band of 150 antelope were observed on Sunday afternoon quietly grazing within a stone's throw of the town limits, evidently aware of the protection the law now affords them."

There is some talk of the development of the Estevan clay deposits by the establishment at that town of brick and pottery manufactories. Samples of the clay have been sent to London, Ontario, for testing. If the results are satisfactory, steps will be taken to secure the development of the industry.

A Regina correspondent of the *Free Press* writes: "Reginans expect a considerable boom in building operations during 1893. While the value of last year's new structures was small compared with other years, being \$15,000, as compared to \$140,000 during 1891 (the latter amount including government buildings and sewer works), there are already several projects on foot which will cause next season's building operations to eclipse all previous years. The Episcopalians have almost completed arrangements for the commencement of a new church immediately after Easter. This will cost between \$20,000 and \$30,000. Charlie Howson has finished the basement of a hotel on the old Windsor site, and is advertising for tenders for its completion in the spring. It is altogether probable that another hotel will be built this year, which will bring the number of Regina's hostleries up to seven. G. W. Brown will build a terrace of four houses next summer. Lawson & Cayne will build a new business block, and among the other new erections promised for the season are the following: Major Montgomery, business block; A. L. Luban, business block; Tinnin & Hoskin, addition to store; Western Milling company, enlargement of mill; C. P. R., new brick station; addition to Knox church; Bayne, McCounel & Smith, brick block; W. Mollard, W. C. Hamilton and T. Little, new residences; new court house, land and registry office. Mrs. Doig, hostess of the Palmer, and formerly of the cremated Windsor, is taking steps to put up a \$30,000 hotel on the vacant lots north of the post office.

A New Magazine.

A new Canadian literary publication has been launched in *The Canadian Magazine*, the first number appearing in Toronto last week. The new publication will be a journal of politics, science, art, and literature. It will be published monthly by the Ontario Publishing Company, at the price of \$2.50 per annum. J. Gordon Mowat is editor and T. H. Best business manager. The first number contains a dozen or so interesting papers and illustrated articles, the first article being a discussion of the Manitoba school law, by D'Alton McCarthy, Q.C. The new publication makes the following announcement:—

"*The Canadian Magazine* needs no apology for appearing. The necessity, or, at least, the great desirability of Canada possessing a medium through which, in fuller measure than has hitherto been practicable, our leading statesmen and thinkers may, with the comprehensiveness of *Review* articles, present to the public throughout the Dominion their views on questions of public interest and the facts and argument on which these views are based, has been recognized by many, and has been an important consideration with the founders of this Magazine. The Magazine is, therefore, intended to fill in some measure, for Canada, the purpose served in Great Britain and the United States by the great *Reviews* of these countries. Timely articles on political and other public questions of interest to the Canadian people will appear every month from the pens of leading statesmen and writers of various shades of political opinion. While the pages of the Magazine will be open to the expression of a wide diversity of opinions, and opinions with which the magazine does not agree, the policy will be steadily pursued of cultivating Canadian patriotism and Canadian interests, and of endeavoring to aid in the consolidation of the Dominion on a basis of national self-respect and a mutual regard for the rights of the great elements which make up the population of Canada. In this endeavor we are happy to announce we have the co-operation, as contributors, of many of the leading public men and writers of both political parties.

To those who recognize how much Canada has hitherto been dependent for magazine literature on foreign countries, and how unfavorable such dependence is to the growth of healthy national sentiment in our homes, our appeal, we believe, will not be in vain. And with the very large increase during the past decade in the number of graduates of our colleges and high schools, and the marked development in late years of a general taste for magazine literature, and the growing feeling of respect for ourselves as a nation, we think that our effort to establish a magazine and national review, broadly Canadian in tone and feeling, will meet with a large and generous support in every part of the Dominion.

Hartney is the latest town in Manitoba to indulge in a newspaper. The first number of the *Star* is out and presents a very favorable appearance. The publishers are Messrs. Rutherford & Woodhall.

District Descriptions.

It will be noticed that in this number THE COLONIST reproduces several lengthy articles on different districts of the Territories, which originally appeared in the leading papers of the districts which they describe. These were prepared, we understand, with a view to aiding intending settlers to choose suitable localities, and the issues containing them were widely circulated in the eastern provinces. THE COLONIST reproduces them in the hope that by reason of its special facilities for reaching incoming and intending settlers it will help to carry out this object.

British Columbia.

The *Victoria Colonist* in a supplement to one of its weekly issues of last month wrote up the Province of British Columbia, giving special attention to the development of the mining industry. The following is its geographical description of the province:—

"The Province consists of that portion of the mainland at the extreme west end of the Dominion of Canada, extending from 49 degrees to 60 degrees N. latitude, and from the Pacific Ocean on the west to the Rocky Mountains on the east; also Vancouver Island and Queen Charlotte Islands, which was incorporated with British Columbia by Act of Parliament in 1869. The province entered the Canadian Confederation and became part of the Dominion in 1871.

British Columbia has an ocean frontage of 560 miles long on the Pacific, abounding in harbors, sounds, navigable inlets and islands, and very valuable for commercial, fishing and lumbering purposes.

The total shore line of British Columbia, as computed by Alexander C. Anderson, Inspector of Fisheries, and stated in his report of 1879, is 7,181 statute miles, including 1,723 for Vancouver Island, with its inlets and principal outlying islands, 684 for the islands of Queen Charlotte group, and 4,764 for the continental shore with its islands. In his list of measurements he mentions 52 islands (including Graham Island, 334 miles, and Moresby Island, 250 in circuit) and 17 inlets, sounds and channels. This great proportionate length of shore line, with its numerous inlets and islands, is of immense value to future commerce and fisheries. That portion of the Province south of latitude 55 degrees, valuable in the present or the near future, consists of three main topographical divisions. First of these is the insular, comprising Vancouver, with an area of 12,000 square miles, Graham with perhaps 1,500, Moresby with about 1,000, and many smaller ones.

The second division is that portion of the mainland west of the summit of the Cascade Mountains. This, with the exception of a strip twenty miles wide and sixty miles long, near the mouth of Fraser river, consists of steep and rugged mountains, coming down abruptly from high elevations to the sea, and contains a vast area of fine timber (red fir and yellow cedar), which is one of the main sources of the wealth of the province.

The East Cascade region, between the summits of the Cascade and Rocky mountains, is mainly pastoral, though it includes the Cariboo and other alluvial gold mines in the basins of the Fraser and Columbia rivers. Near the American line the annual rainfall in places does not exceed 12 inches, and there are wide, open stretches covered with excellent bunch grass.

The climate of the insular and the West Cascade division of British Columbia is very similar to that of Great Britain in its winter and summer temperatures, as well as in rainfall, and is well adapted to the health, comfort and continuous employment of its people.

AREA OF PROVINCE.

	Miles.
Extreme length from north to south	765
Extreme length from east to west (including Vancouver Island)	600

ACREAGE (INCLUDING VANCOUVER ISLAND).

Agriculture.....	4,500,000
Grazing	15,500,000
Timber and grazing	270,000,000
Total acres.....	290,000,000

Alberta Notes.

Building operations were being carried on in Edmonton early in February.

The *Edmonton Bulletin* has been enlarged.

The *Edmonton Bulletin* says: "W. Fielders has just received an order from San Francisco for 100 tons of barley for malting purposes. The parties ordering say they will buy all the Edmonton barley they can get if it is up to sample in color."

Contrary to expectations the recent cold weather did not lead to any very great loss by cattlemen. The cattle came through extremely well, and the losses have been trifling.

The contract for building the new post office at Calgary has been let to Major Stewart, of Ottawa. The building will cost \$40,000.

Literary Notes.

The issue of *The Lake Magazine*, of Toronto, for February is a good number.

"The First Decade, or the Plan of Campaign for 1893" is a title of a new publication of the Salvation Army. As its name implies it gives a sort of resume of the work of the Army in Canada during the past ten years, and fore-shadows what its leaders expect to accomplish in the future.

The C.P.R. have issued a pamphlet entitled, "Western Canada" which describes in a most lucid manner Manitoba, Saskatchewan, Assiniboia, Alberta and Saskatchewan, explaining "How to get there, How to select lands, How to begin, and How to make money." several good illustrations and maps are given.

The Canadian Guide Book is the name of a publication which has recently been issued, designed for use as a tourist's guide to Western Canada. Its author is Ernest Ingersoll, formerly naturalist with the Hayden survey in the west. This is by far the best work of the kind yet issued, and will no doubt prove to be a favorite with all classes of people visiting Western Canada. It is published by William Heineman, of London, England.

The February number of the *Manitoban*, Winnipeg's Illustrated magazine, has been received and presents a varied table of contents. Among the most interesting articles are "The Haidas, their Arts and Myths," being an account of the Indians of British Columbia, "Big Game of the Far North," by K. N. L. McDonald, a veteran trapper and trader; "In the McKenzie River District," by Bishop Reeves; "Nell Latoro," a tale of the Canadian rebellion of 1885; "A Remarkable Engineering Feat," by Geo. A. Aldrich, and several other interesting subjects. These with the checker department by Ed. Kelly the champion of the Dominion, literary notes and reviews, publisher's notes, etc., make one of the best numbers yet issued. Published by the *Manitoban Publ. Co.* Winnipeg. Subscription price \$1.00 per year.

The *Dominion Illustrated* for February was a good number, the illustrations and reading matter showing very careful selection. A character sketch of John Greenleaf Whittier opened the number, followed by "Songs of the French Canadian Children;" "Social Life out West, by Mary Markwell, a description of social life in the Western Territories;" "A Red Girl's reasoning," by E. Pauline Johnson; "Canada in English Verse," by Archibald McMechan; "Bermuda," by Sarah Eleanor Nicholson; "In a Scottish Mause," by A. M. McLeod; "The Viking Hilderbert," (in verse,) by Henry F. Darnell, D.D.; "The Unpardonable Sin of Mr. Baggs," by Fred. G. Scott; and "Hockey in Eastern Canada," by R. Tait McKenzie, M.D. If the *Illustrated* does justice to this subject of hockey, it will follow the present article with one on hockey in Western Canada, since it has been shown by the February trip in eastern Canada of the Winnipeg club, that the westerners far outstrip their eastern brethren in the playing of this game.

The *Rapid City Spectator* says: "A new enterprise is about to be started in town, one that should do the place a great deal of good. We understand that S. L. Head is about to commence to build extensive feeding stables for cattle, and a large cold storage or freezing house and abattoir. His intention is to slaughter the cattle and freeze the beef for shipment to England. He has made arrangements with the Manitoba & Northwestern railway to furnish him refrigerator cars in which to carry the meat to Montreal. M. McDonald has taken the contract to put up 500 tons of ice for the cold storage room. This will make a good local market for fat cattle and farmers will now be able to feed their damaged or frozen grain to cattle and realize from 50 to 60 cents per bushel instead of being compelled to take from 20 to 30 cents for it. Altogether it is one of the best moves that could be made in the interest of all concerned and we wish Mr. Head every success in his enterprise."

The *Brandon Times* has changed hands, having been transferred from the *Brandon Times Publishing Company* to Messrs. Robert Hall & Co. The change was found to be necessary on account of the continued ill health of its founder and editor, Mr. J. M. Robinson. Mr. Robinson has to give up business and take a long rest before he can recover his health.

American Enterprise in the Nova Scotian Coal Fields.

A correspondent of the *London Colliery Guardian* writes as follows in that paper regarding the coal-mining industry in Nova Scotia: "During the past week several announcements have been to the effect that American capitalists have acquired control of the collieries of Nova Scotia—lately described in these columns. As a matter of fact, this has been pending for some time. The semi alarmist character attached to some of these announcements is misleading, and excites some mistrust of the insight into surrounding circumstances which press correspondents are supposed to possess, especially as no mention is made of the fact that in purchasing the Canadian collieries the New England consumers have at length procured a source of supply for their 16,000 factories, independent of the capricious exactions of Pennsylvania, Virginian, and Maryland producers and carriers. The rapid growth of the coal and iron industries of the south, and the more general distribution of centres of production over the States of the American Union have rendered some such independent source of supply absolutely indispensable to the north, if she is to hold her ground at all. Formerly, coal, iron ore and all the allied raw materials were carried into New England as a matter of common usage, and manufactured into various articles for distribution all over America. In the natural order of things, however, this could not continue; manufacturing industries are now conducted where neighboring and cheap supplies of raw material are obtainable, and from being the foremost manufacturing State, Massachusetts has declined to third among the states of the Union. Notwithstanding this severe blow, many of the industries of the state have still survived, but of late, the ever-growing pressure of keen competition, allied to the severe transit and material monopolies of the south, have operated most heavily against the obstinate success of the north. The expression "obstinate success" is used advisedly, for sheer obstancy has alone enabled the the Northern States, far from all supply and surrounded by every possible impediment, to retain sufficient prestige to make Massachusetts a household word among 60,000,000 people, as a manufacturer of cotton, woollen, and other useful articles. This State, containing 238 inhabitants per mile, annually consumes £80,000,000 worth of raw material, nearly all of which is imported from her sister States, and in all this possesses no available deposits of native raw material nearer than that of her jealous and sometimes unscrupulous rivals. The principal parts in the rival States from which her supplies are drawn are distant from Boston as follows: New York, 292 miles; Philadelphia, 480; Norfolk and Newport, 620; Baltimore, 880; or an average distance of 550 miles; but to this must be added the distance from the mines to the above ports, such as 250 and 335 miles from Clearfield to Philadelphia and New York respectively, and 290 and 196 miles from the Cumberland mines of Maryland to Philadelphia and Baltimore respectively; so that Massachusetts has to purchase all her raw material, plus this land and sea transport,

both of which are subject to the odious extortions of monopolists. As on coal alone the consequent loss to the New England States is estimated at £1,000,000 sterling per annum, it is not at all surprising that the northern manufacturers and coal or iron consumers should have long meditated a *coup de main* in Nova Scotia, which is the only country so situated geographically as to be able to come into competition with the south. In Nova Scotia, unlike the latter districts no very pronounced or vexatious monopolies or combines, either in mines or transit arrangements, hamper the cheap getting of raw material. The mines especially in Cape Breton Island, notably at Cow Bay, Glace Bay, or Mira Bay, are actually on the coast, close to fine harbors, and are operated with exceptional ease and economy, being also capable of development to a sufficient degree to meet the annual consumption of the New England States, which is now set at 1,000,000 tons. As long as the Harrison government remained in power, however, Pennsylvania and the south succeeded in upholding the duty on Canadian coal and held the New England Democrats in check, quashing every petition to Congress, notably that of the autumn of 1891, which called for free coal, iron ore and coke, backed as it was by 237 of the leading directors and managers of New England iron making establishments. Consequently all attempts to place Nova Scotian coal properties on the Boston market during the Harrison tenure have proved fruitless until the present time. Now that the vested interests of the south have suffered a reverse in the defeat of General Harrison, a modification of the coal duties looms sufficiently near to tempt the northern consumers into a consummation of their long-cherished plans, and the collieries have been bought. That these purely commercial arrangements imply anything like a gigantic monopoly of North American coal from Labrador to the Gulf of Mexico is, of course, as impossible as untrue. It is most likely that the lion of Pennsylvania will lie down with the lamb of Massachusetts, and as far as the latter is concerned it is equally impossible that Boston or New York, by the mere acquisition of the Nova Scotian collieries, could control the Canadian coalfields, for irrespective of the wealthy and unexploited coal areas of New Brunswick and Western Cape Breton, vast areas of the undeveloped Nova Scotian coalfields proper will be outside the new syndicate's control.

The C. P. R. in England.

An invaluable work in the interests of immigration to the Canadian Northwest from England is being done by the Canadian Pacific Railway Company with its exhibition car. This car was first started out in September 1891, filled with exhibits of the products of Western Canada, to tour through rural England under the charge of J. J. Haslett, and it has been going pretty steadily ever since. Its most recent work has been done in the rural districts of Kent, Norfolk, Suffolk, Essex, Derby, Lincoln, Nottingham, York and Lancaster. The car is well stocked with literature descriptive of Canada, and especially the western portion of it, and to show how much this feature is ap-

preciated, Mr. Haslett says he has received and responded to upwards of 120,000 applications for these publications.

Mr. Haslett speaks very hopefully of the immigration outlook of Canada. Of his own work and its fruits he said in a recent interview:—"Our efforts with the car, especially in the eastern counties, are bearing excellent fruit; but one car cannot do much to cover so immense a field as all agricultural England, not to speak of Scotland and parts of Ireland, where good work might be done. It is as a drop in the ocean. You see, we often find that the second and even the third visit to a market town is the visit that bears most fruit. At first sight of the car the farmer is a bit suspicious. He leaves you to do all the talking. But the next time you appear in the market place up he comes with an expression as near akin to a smile as the typical English farmer is capable of; and it is, 'Well, back again!' and then he does most of the talking, and puts a string of questions, all showing that he has read our publications to some profit. So, you see, it is little good to try to rush this kind of work through in a day. You want to encourage confidence in the truth of what you say, and encourage inquiry, and when once inquiry is made, the advantages of prairie farming appeal too strongly to be resisted by the heavy-rented, heavily-taxed, and competition-ridden English agriculturist. A splendid type of emigrants have gone out from agricultural England to the Northwest in the past two seasons—emigrants of whom any land may be proud; and they will do well, too."

The Coal of Western Canada.

A writer in *The Colliery Guardian*, of London, England, describes in an article entitled "Notes on the Region of Eternal Coal," the coal resources of Western Canada, especially of the Rocky Mountain district. A perusal of this article would be an education to most Canadians in regard to the extent and value of these coal deposits. Following is the concluding portion of the article, it is well worth reading:

"It is unconstructive to discuss the utility of these Northwestern anthracites, for such would suggest that some latent doubt of their present comparatively enormous economical advantage remains. In the highest sense they are invaluable and even as Eastern Canada is to be complimented upon the possession of the sole workable deposits of bituminous coal upon the gigantic eastern seaboard of North America, so the Hinterland must be recognized as the present and future purveyor of invaluable anthracites for the equal gigantic Pacific seaboard from Frisco to Behring sea.

In conclusion, I have to remark that the indefatigable researches of the Canadian Geographical Survey have now demonstrated that very extensive deposits of bituminous coal actually exists in the mountains as well as in the plains. This is notably the case in the famous Crows Nest Pass, 1,200 ft. above the trail, on a ridge of the mountains, from which a number of spurs, with deep intervening gullies, descend abruptly to the trail, and in which and on the intervening ridges a wonderful series of coal seams is disclosed, one above the other, in excellent order. No exact measurements have been taken so far, for which reason it is necessary to note that some of the seams given below may actually be some of the upper ones repeated by folds of the strata or ordinary faults, but the actual out-

crops twenty in number, aggregating 132 ft. of coal, may be examined with some facility, and are as follows:—1, 5 ft.; 2, 3 ft.; 3, 4 ft.; 4, 2 ft.; 5, 4 ft.; 6, 3, ft.; 7, 2 ft.; 8, 4 ft.; 9, 5 ft.; 10, 6 ft.; 11, 4 ft.; 12, 15 ft.; 13, 7 ft.; 14, 6 ft.; 15, 30 ft.; 16, 20 ft.; 17, 5 ft.; 18, 3 ft.; 19, 2 ft.; 20, 2 ft. Nos. 1 to 10 and 17 to 20 are cannel coal.

The distance from the most easterly to westerly outcrops is two miles; the outcrops of nearly all the seams may be so traced, either on the ridges of the mountains or in the sides of the ravines which score the face of the hills, and it is estimated that this coal field 144 square miles in extent, stretching from the eastern summit of Crow's Nest Pass and 4,330 ft. above the sea level to the vale of the British Columbian river Elk, is at once one of the most valuable and unique coalfields of the world. Basing calculations upon a per square mile quantity of 49,952,000 tons, or even reducing such to 24,976,000 tons available, the stupendous quantity of coal here dormant is obvious and as it appears that the country is comparatively easy of access, its near future development is practically assured.

Many of the seams are of first class coking coal, others of them are good gas, but none are anthracite coals. The quality of the fuel is good, and the difficulties of mountain coal-mining not exceptionally abnormal; markets are increasing in the development of the native precious metals on the one hand and the spread of railway enterprise on the other, and if the Americans of the West, like the Americans of the East in Nova Scotia, can be tempted to assist in exploiting the country, or where willing—as in some instances they are—could be encouraged by the Federal Government by fair and impartial treatment, which unfortunately has been denied them of late, in these mountain fastnesses of the west, the most sceptical critic of Canada may speedily anticipate the inception of commercial and industrial activity."

The Winnipeg Board of Trade.

ANNUAL MEETING.

To Manitoba the most interesting business event of the month of February is always the annual meeting of the Winnipeg Board of Trade, which is held early in that month. The Winnipeg Board is one of the most important in Canada, and consequently its deliberations and proceedings are watched with special interest by the business community of not only Manitoba, but of the whole Dominion. The meeting this year was held in the new Board rooms in the Grain Exchange building on February 7th. The first thing in the order of business was the address of the retiring President, Jas. E. Steen.

Mr. Steen mentioned in opening the Congress of Chambers of Commerce which was held in London last June, and to which the Winnipeg Board sent two delegates. Then he went on to review the trade affairs of the city for the year 1892, and the Board's connection with them. In speaking of the report of the Council he said:—

"The reports presented show also, that the home arrangements of Northwestern trade have received much attention, and that the policy of the Board has been broad and liberal, not confining its efforts simply to the immediate interests of the city of Winnipeg, but exerting its influence whenever opportunity afforded in the interests of the whole province and the territories west of here, with we are inseparably linked by mutual ties."

Continuing, he mentioned the efforts being made to promote the scheme for the development of the Assiniboine water power, and showed that the successful accomplishment of

that scheme was now almost assured. In the matter of the spread of noxious weeds in the province the Board has also lent its influence to secure legislation which would remedy the evil. Regarding the work before the Board the speaker said:—

"By far the widest field for thought, and careful thought, on the part of Winnipeg business men, lies in what this Board has not undertaken as yet, or has only commenced undertaking without as yet accomplishing anything practical. Lying right in the gateway of this field are the projects yet to be carried out to make Winnipeg what it ought to be, the great grain centre of the western portion of this Dominion, in which not only the interests of trade in the limited sense, but also the interests of our agriculturists of the Northwest will be well looked after, and controlled so far as their marketing and commercial handling is concerned by men here whose interests are also in this country, and so far identical with those of our farmers. The duties of this Board will be complete in the work of the organization of the grain trade, when the last vestige of the meddling and interference of eastern men is removed from the Dominion statute books, and the terms on which our grain shall be offered to the outside purchaser shall be dictated from this country.

The Board, it was shown, has already taken one step towards this completion of the organization of the grain trade, in the move towards the establishment of a storage elevator at Winnipeg, "large enough to clean up and store in a temporary way the grain required to be sold by sample, instead of by the grade fixed by law, and guaranteed by an inspector's certificate." Such an elevator will put an end to the practice followed by some eastern millers of refusing to accept shipments of grain at the purchase price after the cars have been delivered, on the plea that it is not up to sample.

Many other matters of importance were touched upon by the speaker.

The report of the Council was next taken up. This dealt specifically with the matters touched upon by the retiring President, and gave the details of the year's work.

After the reading of this report, the election of officers was proceeded with and resulted as follows:—

- F. W. Stobart, president.
- W. B. Scarth, vice president.
- A. Strang, treasurer.
- C. N. Bell, secretary, (re elected).
- Board of Arbitrators—K. McKenzie, E. L. Drewry, G. F. Galt, G. F. Maulson, S. A. D. Bertrand, J. H. Brock, R. T. Riley, S. Spink, John Gault, William Hespeler, James E. Steen.

Council—C. C. Chipman, H. S. Westbrook, John Galt, J. H. Ashdown, K. McKenzie, J. Porter, R. J. Whitla, D. W. Bole, J. H. Hausser, W. D. Pettigrew, S. Nairn, W. Georgeson, G. R. Crowe, A. Atkinson, H. Miller, S. Spink.

The following resolution regarding the fast Atlantic Steamship service was passed unanimously, and it was ordered that a copy be sent to the Dominion Parliament and one to the Toronto Board:

"The Board of Trade recognizing the importance of trade with Great Britain, and feeling assured that the steady growth of exports and imports to and from that country will be materially assisted by the improvement, both as to speed and capacity, of the steamers of the Canadian Atlantic service, and feeling that the development of the country will be largely pro-

moted by better means of transportation, and that the advantages that Canada possess from her geographical position are not at present fully availed of and that the resources of the country, and especially of this great agricultural district of which Winnipeg is the centre, will thereby be promoted. Therefore be it resolved that this Board of Trade desire to represent to the Parliament of Canada the necessity of the establishment of a fast Canadian Atlantic steamship service; they are of opinion that immigration and trade would thereby be improved, that the value of exports will be increased and the cost of imports diminished, and the general prosperity of the country will be promoted. They therefore urge upon Parliament the advisability of necessary assistance being given to secure the attainment of an adequate Atlantic steamship service."

The meeting then adjourned.

A copy of the *Western Workman*, the organ of the Manitoba branch of the Ancient Order of United Workmen came to THE COLONIST's table last month. This paper is very nicely arranged and well printed. It, no doubt, receives the hearty support of all Workmen in the province.



"It is worth the price to every person who even reads a newspaper."—Darlington Journal.

THE JOURNAL REFERS TO
BLUE PENCIL RULES.

BY
A. G. NEVINS.

A Pocket Primer for the use of Reporters, Correspondents and Copy Choppers. Short, simple and practical rules for making and editing newspaper copy, and of equal value to all who wish to write correct English.

Sent on receipt of price. Price, 10 cents per copy. ALLAN FORMAN, Publisher, 117 Nassau Street, New York.

The Qu'Appelle District.

"As the time has arrived when delegates from different sections of the North-western Territories are busily engaged in working in the interest of the vicinity they represent," says the Qu'Appelle *Vidette*, "we must not fall behind in giving a few pointers to the folk in Eastern Canada regarding the capabilities of this part of the country. The first thing that strikes an Easterner is the cold of the winter, the thermometer sometimes falling below 40 degrees below zero. While we must admit the fact, yet it is not the bugbear many would think it to be, for the winters are cold, clear, crisp and health-giving. A newspaper correspondent in England, who, having spent one or two winters in the Territories, and has had actual experience of our low temperatures, writes that the winters in the Northwest are far more comfortable and enjoyable than is that they are now passing through in the old land. And, in addition to the healthfulness of the winters for the human species, it is equally so for cattle and horses; and it is surprising to the now comer when he observes how easy it is to bring stock through, turning them out in the spring in first class condition. Our nutritious grasses have a wonderful effect in keeping cattle and horses in prime condition.

Not only is this section of the Territories a most excellent one for the raising of stock of all kinds, but in the growing of cereals we are ahead of many other districts. Wheat has been and is raised here, where due and proper care and intelligence are used in preparing the ground and putting in the seed, as well as caring for it afterwards, weighing 60 to 64, and sometimes even 65 pounds to the bushel, and other grains in the same ratio. Vegetables also grow to a state of perfection seldom seen in Eastern Canada. So prolific are the crops in this locality some seasons, that farmers coming up here and purchasing improved farms, have almost, if not quite, paid for them and the necessary machinery out of one season's crop.

Farmers who have to rent farms in Eastern Canada would do well to consider the advisability of taking up a free homestead in this district; for if they could only realize the fact, they would, in a few years of diligent attention to the business of their farms, become the actual owners of 160 acres of as fine land as lies out of doors, and have within easy reach all the advantages of civilization which are requisite and necessary for their well being—schools, churches, and grist and flour mills, and abundance of good water and fuel. It is impossible to make such headway in the older settled provinces as it is possible here. And having the vacant land, we invite those of the eastern provinces who have any idea of changing their location and making the Northwest their future home, to visit the Qu'Appelle district, and see our magnificent lakes and rivers, wooded coulees, rich and luxuriant prairies, and judge for themselves. We are fearful of giving our honest opinion of the capabilities of this district lest some of our eastern friends would think we were not speaking the truth; but will be content to repeat what we heard an Ontario man say, who came up here to visit his brother a year and a half ago, when he saw the crops

standing in the field: "I read in Ontario of your big crops, but I thought there was a good deal of 'blow' about the reports that reached there, but you never told the half. I really could not believe that such crops were possible until I had seen them."

Immigration Notes.

Sixty-eight settlers arrived at Winnipeg on Monday, February 27th, bound for the west.

Mayor Lucas, of Calgary, speaking a few days ago of the result of the winter's work of the immigration office which he is in charge of at Toronto, said that some six hundred settlers had been booked for the Northwest Territories.

An Ottawa dispatch of February 17th notes the arrival of Robt. Gerrie, of Winnipeg, who has been in England and Scotland since December last, and says that Mr. Gerrie reports the prospects for immigration to Manitoba this year as very bright. The only colony competing with Canada is the Cape, South Africa.

The Markdale, Ontario, *Standard* in noting the visit to that neighborhood—his old home—of a successful Manitoba farmer and cattle dealer, speaks as follows of the extensive emigration from that province to Manitoba:—"The province of Ontario is suffering keenly on account of the constant and extensive emigration to Manitoba and the territories. Thousands of the most energetic and enterprising farmers have gone thither, taking with them much of the wealth which is so much needed to develop more fully the resources of the older province. While these facts are to be, in a sense, regretted, yet we cannot help referring to the great heritage which Canada possesses in the west, even though others should be thus influenced to pull up stakes and join their old neighbors who have preceded them."

"Where Did You Get That Hat?"

"Alice I see that hat of yours again lying around down stairs, you needn't be surprised to find it missing for a week or two."

Mr. Joiner had recently purchased a new hat for his daughter, a young lady in that flighty, gushing stage of female existence when it requires as Mrs. Joiner expresses it, "half a dozen to pick up after her."

Alice's girl-friends unanimously agreed that that hat was just to lovely for anything, while Alice was content to pronounce it "scrumptious;" and volumes could not speak more eloquently in its praise.

But Alice had left that hat upon the piano, the hall-stand, the parlor table—everywhere, in short, but where she ought to leave it—until her father's patience was exhausted. Hence the awful threat with which this true tale begins.

For a time there was an improvement, and the hat was no longer the eyesore it had been.

But one evening Mr. Joiner upon lotting himself into the house discovered the hall-stand once more impertinently embellished with millinery.

"Ha!" he exclaimed. "there's that hat again! Now I'll teach that girl a lesson!"

He took the hat tenderly in his hand, and with that awe which always comes upon a man when touching that, to him, most fragile of things, a woman's hat, he hurried upstairs with it and hid it away in a press which nobody ever visited save himself, and then retraced his steps downstairs with an inward chuckle.

He pulled down his face into its wonted dignity before entering the parlor. Beside family he found a visitor there, one of Alice's young lady friends, Maud Hastings. She was making ready to go, and already had her cloak on and buttoned up. A moment later she and Alice went into the hall. Voices were heard coming thence.

"Are you sure you left it here?" asked Alice.

"Why, of course I am," replied Maud, "Don't you remember seeing me hang it on that peg?"

The truth fell upon Mr. Joiner like a lightning's flash. Great globules of perspiration stood upon his brow, his face was blanched and his knees smote together.

But he never uttered a word. He slunk out of the room and crawled up stairs after the guilty manner of a poodle that has stolen the cat's supper.

Presently he returned with a lady's hat in his hand—that hat he had hidden, not the hat of his laughter, but the hat of Maud Hastings.

Mr. Joiner held out his hand in mute appeal for mercy, and then retreated to the farthest part of the house, followed thence by the

—Wild shout of girlish laughter,
Which on the wind came roaring after.

Alice is now at liberty to leave her hat wherever it pleases her.

Mr. Joiner never says anything. He never troubles the hat. On the contrary he studiously avoids it.

A VERY interesting letter descriptive of the McKenzie River diocese, of the Episcopal Church, and a journey thither which was written by Bishop Reeves, of that diocese, to the Dean of Rupert's Land, appeared in *The Tribune* recently. The unselfishness and heroism which missionaries to these far away districts display is of a far higher order than that which takes an explorer on a similar journey.

The revenue of Canada for the month of January amounted to \$3,213,576, making for the seven months of the current fiscal year a total revenue of \$21,772,600, an increase in the revenue for the month of \$249,604, and for seven months an increase of \$806,545. The expenditure for seven months on account of consolidated fund amounted to \$19,189,893, a decrease of \$678,432 compared with the expenditure for the same seven months of the previous fiscal year. Thus, taking into consideration the increase in revenue and decrease in expenditure on consolidation fund, the statement shows a betterment by \$1,485,977 for the seven months of the current fiscal year. The expenditure on capital amount during this period was \$2,276,864, compared with a capital amount of expenditure of \$2,104,419, during the first seven months of the fiscal year of 1892.



—THE—

FAVORITE LINE

Quickest and best route to all points

East, West and South

The only Line carrying passengers to the east and west without change of cars and reaching all the important cities of the American Continent and with direct steamship connections to

Europe, China and Japan.

Unequaled advantages for booking passengers to the Old Country.

TO YOKOHAMA AND HONG KONG.

Empress of Japan leaves Vancouver Feb. 6
Empress of China " " March 6
Empress of India " " April 3

And about every four weeks thereafter.

Apply to Wm. McLeod, City Passenger Agent, 471 Main street, or J S. Carter, Depot Ticket Agent.

ROBT. KERR,
General Passenger Agent,
WINNIPEG.

NORTHERN PACIFIC R.R.

TIME CARD.

Taking effect on Sunday, Nov. 20, 1892.
(Central or 90th Meridian Time.)

North Bound				South Bound			
Brand	Ex. Tues. & Sat.	St. Paul Express Daily.	Miles from Winnipeg.	STATIONS.	St. Paul Express Daily.	Brand	Ex. Mon., Wed & Fri.
2.55p	4.10p	8 0	0	Winnipeg.....	11.45a	1.00p	
2.45p	4.00p	8 0	0	Portage Junction.....	11.54a	1.10p	
2.30p	3.45p	9 3	0	St. Norbert.....	12.04p	1.24p	
2.17p	3.31p	15 3	0	Cartier.....	12.23p	1.37p	
1.50p	3.18p	23 6	0	St. Agatha.....	12.41p	1.55p	
1.50p	3.04p	27 4	0	Union Point.....	12.49p	2.02p	
1.39p	2.51p	32 6	0	Silver Plains.....	1.01p	2.13p	
1.20p	2.33p	40 4	0	Morris.....	1.20p	2.30p	
	2.18p	46 8	0	St. Jean.....	1.35p		
	1.57p	53 0	0	Letellier.....	1.57p		
	1.26p	65 0	0	Emerson.....	2.15p		
	1.15p	68 1	0	Pembina.....	2.25p		
	9.55a	108	0	Grand Forks.....	6.00p		
	6.35a	223	0	Winnipeg Junction.....	9.55p		
	8.55p	470	0	Minneapolis.....	6.30a		
	8.00p	481	0	St. Paul.....	7.05a		
	9.00a	534	0	Chicago.....	9.55a		

MORRIS-BRANDON BRANCH.

East Bound.				West Bound.			
Freight Mon., Wed. & Fri.	Passenger Tues. & Sat.	Miles from Winnipeg.	STATIONS.	Passenger Mon., Wed. & Fri.	Freight Tues. & Sat.	Miles from Winnipeg.	STATIONS.
11.40a	2.55p	0	Winnipeg.....	1.00p	8 00a	0	Winnipeg.....
7.30p	1.15p	0	Morris.....	2.30p	7.30a	0	Morris.....
6.40p	12.53p	10 0	Low Farm.....	3.05p	8.15a	10 0	Low Farm.....
5.46p	12.27p	21 0	Myrtle.....	3.31p	9 05a	21 0	Myrtle.....
5.24p	12.16p	25 0	Roland.....	3.45p	9 25a	25 0	Roland.....
4.46p	11.57a	33 5	Rosebank.....	4.02p	9 58a	33 5	Rosebank.....
4.10p	11.43a	38 6	Miami.....	4.15p	10 25a	38 6	Miami.....
3.28p	11.20a	49 0	Deerwood.....	4.33p	11 15a	49 0	Deerwood.....
2.55p	11.03a	54 1	Altamont.....	4.50p	11 43a	54 1	Altamont.....
2.18p	10.49a	62 1	Somerset.....	5.10p	12 23p	62 1	Somerset.....
1.43p	10.33a	68 4	Swan Lake.....	5.24p	1 00p	68 4	Swan Lake.....
1.17p	10.19a	74 8	Indian Springs.....	5.39p	1 30p	74 8	Indian Springs.....
12.57p	10.07a	74 4	Maricopolis.....	5.50p	1 55p	74 4	Maricopolis.....
12.22p	9 10a	85 1	Greenway.....	6.16p	2 23p	85 1	Greenway.....
11.51a	9 35a	92 2	Balder.....	6.21p	3 00p	92 2	Balder.....
11 02a	9 12a	102 0	Belmont.....	6.45p	3 50p	102 0	Belmont.....
10.26a	8 55a	109 7	Hilton.....	7.22p	4 29p	109 7	Hilton.....
9 49a	8 40a	117 1	Ashdown.....	7.35p	5 03p	117 1	Ashdown.....
9 35a	8 30a	120 0	Wawanesa.....	7.47p	5 19p	120 0	Wawanesa.....
8 48a	8 06a	129 9	Rounthwaite.....	8.14p	6 07p	129 9	Rounthwaite.....
8 10a	7 48a	137 2	Martenville.....	8.35p	6 43p	137 2	Martenville.....
7 30a	7 30a	145 1	Brandon.....	8 55p	7 30p	145 1	Brandon.....

West bound passenger trains stop at Belmont for meals.

PORTAGE LA PRAIRIE BRANCH.

Taking effect Tuesday, Dec. 20, 1892.

East Bound.				W. Bd.			
Mix. No. 144 Mon. & Wed. Fri.	Pass. No. 118 Tues. & Sat.	Miles from Winnipeg.	STATIONS.	Pass. No. 147 Su. & Sat.	Mix. No. 141 Mon. & Wed. Fri.	Miles from Winnipeg.	STATIONS.
12.15p	12.10p	0	Winnipeg.....	4.15p	3.40p	0	Winnipeg.....
11.50a	11.52a	3 0	Portage Junction.....	4.27p	4.00p	3 0	Portage Junction.....
11.18a	11.33a	11.5	St. Charles.....	4.45p	4.26p	11.5	St. Charles.....
11.07a	11.23a	14.7	Headingley.....	4.20p	4.35p	14.7	Headingley.....
10.36a	11.12a	21 0	White Plains.....	5.07p	5.00p	21 0	White Plains.....
10.05a	10.54a	28 8	Gravel Pit.....	5.25p	5.27p	28 8	Gravel Pit.....
9 55a	10.49a	31.2	Lasalle Tack.....	5.31p	5.25p	31.2	Lasalle Tack.....
9 33a	10.40a	35.2	Kustace.....	5.40p	5.40p	35.2	Kustace.....
9 11a	10 26a	42 1	Oakville.....	5.56p	6.13p	42 1	Oakville.....
8 25a	9 65a	55.5	Portage la Prairie.....	6.25p	7.00p	55.5	Portage la Prairie.....

Passengers will be carried on all regular freight trains.
Princess Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.

Connection at Winnipeg Junction with trains for all points in Montana, Washington, British Columbia, Oregon and California. Close connections at Chicago with Eastern lines.

For further particulars apply to

CHAS. S. FEE, H. SWINFORD
G. P. & T. A., St. Paul. General Agt., Winnipeg.
H. J. BELCH, Ticket Agent, 468 Main St., Winnipeg.

Manitoba and Northwestern R'y Co.

Time Card.

Taking Effect December 1st, 1892.

Regular passenger trains run as follows:

WESTBOUND
Leave Winnipeg at 11.05.
Tuesday, Thursday and Saturday for Portage la Prairie, Rapid City, Yorkton and intermediate stations. Mixed trains leave Minnedosa on arrival of passenger trains as below.
EASTBOUND.
Leave Rapid City and Intermediate stations Monday, Wednesday and Friday. Mixed trains arrive at Minnedosa as below.
Regular eastbound passenger trains make a close connection at Portage la Prairie with Canadian Pacific westbound trains, and at Winnipeg with the eastbound trains of that Company.

Passgr. Tues. Thurs. and Sat'dy	STATIONS.	Passgr. Mon'y Wed'y and Friday
11 05	Lv Winnipeg	Ar 17 25
13 00	Portage la Prairie	15 30
14 45	Gladstone	13 55
15 50	Neepawa	12 23
16 55	Minnedosa.	11 45

Mixed Tuesdy to Russell Sat. to York'u	Passgr. Thurs only	STATIONS.	Passgr. Friday only.	Mixed. Mon'y from York'n Wed'y Russel.
17 00	16 45	Lv Minnedosa	Ar 11 35	11 05
18 10	17 30	Newdale	10 42	9 40
19 40	18 24	Shoal Lake	9 57	8 10
21 30	19 45	Rirtle	8 55	6 50
22 55	20 25	Binscarth	7 55	4 40
24 25	Russell	9 30
4 00	23 15	Ar Yorkton	Lv 5 05	24 10

† Meals.
Trains stop at stations between Portage la Prairie and Winnipeg only when signalled, or when there are passengers to alight.
W. R. BAKER, Gen. Super't
A. McDONALD, Asst. Gen. Pass. Agen

Alberta Ry. & Coal Co. and Great Falls & Canada Ry. Co.

CONDENSED JOINT TIME TABLE

R'd Up. In Effect September 1st, 1892. R'd Dow

Going South.			STATION.			Going North.		
No. 5			No. 6			No. 3		
Dally.	9 30a	Ar	Great Falls.....	Do	11 00	Dally.	No. 2	Dally
	8 50	Do	Vaughan.....	Do	11 40			
	8 15	Do	Steel.....	Do	12 20			
	8 50	Do	Collins.....	Do	00			
	5 20	Do	*Pondra.....	Ar	3 40			
	5 00	Ar	Conrad.....	Do	5 00			
	4 40	Do	Shelby Junct. } Ar	Do	6 00			
	4 20	Ar	Rocky Springs.....	Do	6 30			
	1 40	Do	*Kevin.....	Ar	7 20			
	12 50	Do	*Street Grass.....	Ar	8 10			
	00p	Do	(Internat'l bound.)	Ar	9 00			
	80	Ar	*Coutts.....	Do	9 50			
	10 40	Do	Milk River.....	Do	10 40			
	9 50	Do	Branton.....	Do	11 25			
8 20	Do	Stirling.....	Do	12 55p				
7 00a	Do	Lethbridge.....	Ar	2 10				

Going West.			STATIONS.			Going East.		
No. 2			No. 3			No. 1		
Dally			D. ex. Sun.			Daily		
7 00p	De	Dunmore.....	Ar	8 55a	10 40p			
10 20p	De	*Grassy Lake.....	Ar	12 45p	2 00a			
2 00a	Ar	Lethbridge.....	De	4 45p	5 40a			

Meals.
Through trains leave Great Falls, Sunday, Tuesday and Thursday, at 11 p.m.
Through trains leave Lethbridge, Monday, Wednesday and Friday, at 7 a.m.

N.B.—Passengers to and from Kallspeil, Bonner's Ferry, Spokane, etc., will note that close daily connections are made with Great Northern Railway at Shelby Junction.
E. T. GALT, W. D. BABOLAY, H. MARTIN,
Gen. Manager. Gen. Super't. Gen. Traffs. Agen

P. DALY,
Realstate and Land Agent,

EDMONTON, N.W.T.

Will give on application, full and reliable information, regarding the

EDMONTON DISTRICT, ALBERTA, N.W.T.

Write for pamphlet, etc. Improved and unimproved farms for sale, at prices ranging from \$3.00 to \$10.00 per acre, within easy reach of Railway Station, School Houses, Church, Etc.

THE WESTERN CANADA

Loan and Savings Company.

Capital, - - - - \$1,500,000.00

Reserve Funds - - - \$850,000.00

Head Offices, Toronto.

Branch Offices, Winnipeg.

WALTER S. LEE, - Managing Director.

W. M. FISHER, - - - - - Manager.

Moneys advanced upon Farm and City Properties. MORTGAGES, MUNICIPAL DEBENTURES AND SCHOOL DEBENTURES purchased. Scrip held for use of clients. Clients title deeds are not sent out of the Province, but are lodged in the Company's vaults at Winnipeg, where they may be examined at all times. Agents at all principal points throughout the Province.

For further information write to the Manager of the Winnipeg Branch.

FREE FARMS FOR MILLIONS

There are yet many millions of acres of the finest farming and grazing lands unoccupied in

MANITOBA AND THE WESTERN TERRITORIES OF CANADA,

Deep soil, well watered and richest in the world—easily reached by railway. Wheat averages 30 bushels to the acre with fair farming

IMMENSE COAL FIELDS—AFFORDING AN ILLIMITABLE SUPPLY OF CHEAP FUEL.

Railway from Ocean to Ocean—Route: Including the great Canadian Pacific Railway, the Grand Trunk Railway and the Intercolonial Railway, making continuous steel rail connection from the Atlantic to the Pacific Ocean, through the great Fertile Belt, and the magnificently beautiful scenery of Lake Superior and the Rocky Mountains. This is the new route from Europe to Asia.

Climate.—The Healthiest in the World.

The Canadian Government gives **FREE FARMS OF 160 ACRES** to every male adult of 18 years, and to every female who is head of a family, on condition of living on their independence for life to every one with little means, but having sufficient energy to settle.

MANITOBA, the famous wheat producing province, is in the most fertile part of the Fertile Belt. Its inducements to settlers are unequalled. Information about any section of that province or the Territories, can be had on application to any of the Dominion or Manitoba Government Immigration Agents.

MANITOBA,

—THE GREAT—

GRAIN & CATTLE PROVINCE

Has Within its Borders Homes for All.

MANITOBA IS MAKING RAPID PROGRESS, as shown by the fact that in four years the area under crop has more than doubled. In

1887 THERE WERE UNDER CROP	- - - - -	663,764 ACRES.
1891 THERE WERE UNDER CROP	- - - - -	1,349,791 ACRES.

Increase - - - - - **688,017 acres**

These figures are more eloquent than words, and indicate clearly the wonderful development taking place. Not a Boom, but certain and healthy growth. HORSES, CATTLE and SHEEP thrive wonderfully on the nutritious grasses of the prairie, and MIXED FARMING is now engaged in all over the province. There are still

Free Homesteads In some parts of Manitoba.

Cheap Railroad Lands \$3.00 to \$10.00 per acre. Ten years to pay for them.

Improved Farms For sale or leasing, from private individuals and corporations, at low prices and on easy terms.

NOW IS THE TIME TO OBTAIN A HOME

In this wonderfully fertile province. Population is moving in rapidly, and land is annually increasing in value. In all parts of Manitoba there are now

Good Markets, Railroads, Churches, and Schools.

AND MOST OF THE COMFORTS OF AN OLD SETTLED COUNTRY.

INVESTMENT OF CAPITAL There are very good openings in many parts for the investment of capital in manufactories and other commercial enterprises.

For the latest information, new books, maps, etc. (all free), write to

HON. THOS. GREENWAY, Minister of Agriculture and Immigration, **Winnipeg, Man.**

Or to **The Manitoba Immigration Agency, No. 30 York Street, TORONTO.**

Manitoba Immigration Agency, Moncton, N.B.