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THE COLONIST.

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

VOL. 6. No 10.

WINNIPEG, MARCH, 1892.

ONE DOLLAR A YEAR.

Manitoba.

An Agricultural Society has been organized in Lake Dauphin district.

There will be a change in the Northern Pacific time card early next month.

G. S. B. Perry, of Brandon, is about to start a paper at Souris to be called the *Plaindealer*.

Fresh Manitoba lettuce have been displayed on the market at Winnipeg lately by a market gardener.

Mrs. Polson, a daughter of one of the original Selkirk settlers died at Kildonan on March 13th.

It has been predicted that twenty years from now the Icelanders will be the wealthy people of Manitoba.

A Belleville Ontario report, says that twenty-six families of that district are preparing to move to Manitoba.

The directors of the Banque Nationale of Quebec contemplate opening a branch of that institution in Winnipeg.

On Monday March 14th, fifty lads were expected to leave Liverpool, Eng., bound for the Barnado Home at Russell.

The amount of grain already marketed at Manitou is estimated at 200,000 bushels. Fully that much more is still to come in.

Mr. Chipman, chief commissioner of the Hudson's Bay company, arrived home in Winnipeg from his trip to the east about the 20th of February.

The steamship Mongolian which arrived at Halifax in the early part of this month had on board about 200 immigrants bound for the Canadian Northwest.

The promoters of the Manitoba & South-eastern railway are carrying on negotiations with a view of constructing the line as far as Ste. Anne's this year.

Two of the Icelandic weekly papers of Winnipeg *Heimskringla* and *Oldin* have amalgamated and will henceforth be issued semi-weekly. This is now the largest Icelandic paper ever published.

The little village of Nesbitt is situated on the Glenboro extension of the C. P. R. about 25 miles nearly south of Brandon. The country around is well settled and the land good, which will insure for the place a progressive future.

Among the items of the estimates submitted at the recent meeting of the Winnipeg school board committee, was one to set aside the sum

of \$25,000 for the purpose of building a new school to replace the one which was recently burned.

The County of Dennis is to have a Board of Trade. Some time ago letters patent were issued for such a board, but the project afterwards fell through. The matter is now being taken up again with a prospect of the permanent establishment of a Board.

C. W. Paterson, who until recently was engaged in the M. & N. W. immigration office, has been appointed by the Government assistant general immigration agent for Manitoba and the Northwest under Geo. H. Campbell, with headquarters at Winnipeg.

The inland revenue collections at the port of Winnipeg during February were:

Spirits	\$13,055 62
Malt	2,244 83
Tobacco	10,842 23
Cigars	460 35
Petroleum	104 43
Other receipts	97 73
Total	\$27,417 29

The first colonist train of the season arrived at Winnipeg from Ontario on February 25th. It comprised several car loads of stock and effects and a couple of coaches which were occupied by settlers. A party of European immigrants for Manitoba arrived on the 26th.

The *Boisevain Globe* says: "Petitions are in circulation in town for signature, asking the legislature to have a vote taken at the next general election to test the desire of the electors as to the passing of an act prohibiting the manufacture and sale of intoxicating liquors in the province. The petitions are being freely signed."

A company has been formed at Winnipeg under the name of "The Manitoba Stone and Asphalt Paving Company" for the purpose of manufacturing tiles for sidewalk and floors, asphalt paving for streets, and tiles for public buildings, halls, etc. The proposed factory will be located at Winnipeg, and will be built and equipped as soon as possible.

At a meeting of the Farmers' Institute of Portage la Prairie held on February 23rd, the following resolution was passed: "In the opinion of this institute the time has arrived when the duty should be removed from binding twine, and that the Central Institute be requested to take steps towards the presentation to the Dominion Government of a petition recommending the removal of the said duty."

The C.P.R. express from the east, of March 11th, had on board a party of European immigrants bound for points in Manitoba and the

Northwest. The party was composed of English, German and Russian settlers. The Russians of which there were thirteen families were bound for Yorkton, Assa., at the terminus of Manitoba and Northwestern Railway. These were brought to Canada by Mr. Seaman, who has hitherto been directing emigrants to Brazil but who has now turned his attention to Canada.

Notice has been given that application will be made for a charter of incorporation constituting a company of Winnipeg business men, a body corporate and politic under the provisions of the Manitoba joint stock companies act. The corporate name of the company is to be "The Western Grain and Produce Company (Limited.)" The object for which incorporation is sought is to enable the said company to carry on the business of grain merchants, produce dealers and millers. The capital stock of the company will be \$50,000 and its chief place of business, Winnipeg.

The C. P. R. and connecting lines, including the Manitoba & Northwestern and the Great Northwest Central, have issued a joint revised special all rail tariff on grain, flour, oatmeal, millstuffs, etc., in carload lots from grain shipping stations in Manitoba, Assinibota, Saskatchewan and Alberta to points in Ontario, Quebec and the maritime provinces. This tariff, which goes into effect on March 1st, embraces all the recent railway extensions in this country as well as much new territory in the eastern provinces, and is important to the trade. Some reduction in rates are shown from points on the Prince Albert and Edmonton connections.

Mr. Chas. Castle, of Foxton, on behalf of residents in that district, addressed a letter to the Winnipeg Board of Trade recently, asking them to use their influence with the C. P. R. for the extension of the Stonewall branch 20 miles in the Salmorel district. Subsequently the board passed the following resolution: "That this board desire to draw attention of the managers of the C. P. R. company to the necessity for an extension of the Stonewall branch of their road for a distance of not less than twenty miles in a northerly direction seeing that there is at present an extensive settlement in the vicinity of where such an extension would reach, the population being over 1,100 and the number of resident farmers over 200, many of whom have been settled over a dozen years, while the available grain for export this season has exceeded 150,000 bushels; therefore this board would urge the extension of this road this year if possible."

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Sixth Year of Publication.

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WINNIPEG, MARCH, 1892.

THE INDIANS OF WESTERN CANADA.

From an article on "Our Indian Schools" which appeared in the editorial columns of the *Calgary Herald*, we learn something of the work now being done by the Dominion Government, among the Indians of Manitoba and the Northwest. Here a great change in the character and customs of a whole race of people is being wrought silently and steadily—so silently and steadily in fact that very very few of the white residents of the country who are not in immediate contact with them realize it.

As the *Herald* says "it is with the children of the Indians that the greatest improvement is taking place." The older ones are not so susceptible to civilizing influences and only with difficulty are persuaded to adopt any of the customs of the white man. They have yielded in some points, however, and are gradually becoming more tractable and abandoning their warlike habits.

But those who have been most concerned for the present and future welfare of the Indians long since arrived to the conclusion that only through the children could any change be brought about, in their manner of living which would at all place them on a level with the white population. The outcome of this belief is the Industrial Schools of the present day.

The list of these schools as given by the *Herald*, shows that there is one at High River, in the Calgary district, containing 72 children; one at Regina containing 62 children; one at Qu'Appelle containing 194 children; one at Battleford with 114 children; one at St. Boniface, in Manitoba, with 72 children; one at St. Paul's, Manitoba, with 80 children; and a number of boarding schools situated at different points containing from 10 to 30 children according to the locality.

These latter are not as fully equipped nor as able to give a thorough grounding in all branches of industry as the Industrial Schools but they are still a very important part of this educational system. All the schools, both great and small, are conducted under the auspices of some one of the churches, Catholic, Episcopalian, Presbyterian or Methodist.

Pupils of both sexes are taught the ordinary public school subjects, supplemented in the case of the boys by instruction in the various trades or in any single trade which they may choose, and in the case of the girls, by practice in the performance of household duties. The higher branches of study are by no means neglected, as is evidenced by the knowledge of music possessed by some of the children. Several of the larger schools have brass bands, composed of the pupils, and others not able to supply these instruments, have cheaper ways of cultivating the musical taste of the scholars.

When establishing these schools the Government very wisely decided to place them at some distance from the reserves in order that parents of children would not have too easy access to them. This was done not from a selfish desire to separate them, but to prevent the evils which they saw would arise from too much intercourse.

No difficulty is now found in persuading the parents to allow their children to attend the school, in fact, the majority of them are anxious to have their children admitted.

The boys and girls after they have left the schools are not by any means lost sight of, but are helped to position which their training in the school has fitted them for and carefully watched and looked after.

All this seems to indicate a gradually dawning civilization for which every true Canadian will be thankful.

THE IMMIGRATION OUTLOOK.

The attention of all Canada is at present fixed on the question of the settlement of the West. Politicians, tradesmen and farmers alike realize that no other thing is so vital to the general interests of Canada, and that now is the time when systematic work with a view to the accomplishment of this object will be most productive of good. The year 1891 marked the beginning of a new era in the history of the Dominion, and if we are to

see that era a prosperous one, energetic immigration work will have to be done.

Considerable has been said of both a favorable and unfavorable nature in regard to the past immigration policy of the Dominion Government. For one thing they do deserve credit; what has been done has been done thoroughly. Its agents are all good live men, fully awake to the importance of the work they are engaged in, and letting no opportunity to secure good settlers pass.

The Canadian Pacific, with its unrivalled facilities for reaching the desirable classes, is doing excellent service on both sides of the Atlantic. Their offices in London, England, are filled with samples of the products of Manitoba and the Territories, tastily arranged and accurately labeled, crowds daily pass through, some drawn by curiosity, others by genuine interest, and inspect these. The company keep a large van, laden with specimens of the Canadian products, constantly travelling through the rural districts, exhibiting wherever spectators can be found. It is their intention to have this van visit every county in England. In addition to such actual work, they are distributing large numbers of pamphlets, maps and other literature, wherever there is a likelihood of good being accomplished by them. In the eastern and maritime provinces of Canada, their agents are also actively at work spreading information about the west.

Besides these two great leading workers in the immigration field, there are a number of land-owning corporations and individuals engaged in advertising the country, some with a view to the disposal of their own holdings at a profit, and others from various motives, but all having the ultimate object of increasing our population.

In settling particular provinces or districts the Government of Manitoba is without doubt doing the most work. Its Department of Immigration, of which Mr. Greenway is head, has been putting forth every effort to secure for the province a liberal share of this year's immigration. The agencies in Ontario have been visited by Mr. Greenway, a plan of campaign decided upon, and a number of lectures delivered by him in various parts of that province. The offices in Liverpool, England, under Mr. McMillan, are daily the scene of great activity. An efficient staff is at work there, some devoting all their time to answering letters

of inquiry, of which great numbers are received, others to showing visitors the various samples of Manitoba products. Mr. McMillan himself travels through every part of the country, lecturing and speaking in public meetings.

The different divisions of the Territories have been doing considerable towards helping on the work of peopling their vacant prairies. Lack of organization has in the past somewhat handicapped them, but that hindrance has now been removed and we may look for some earnest efforts on their part to publish abroad the testimonies which we continually hear of the richness and fertility of their farming and grazing lands.

The primary object of all this work is not to induce those who are already comfortably settled to seek for pastures new, but rather to divert the stream of emigration which is at present running towards South America or other far distant parts of the world to the Canadian Northwest. Taking the outlook as a whole, it is encouraging, and there is every reason to expect that 1892 will see the commencement of a rush of settlers to Western Canada which will only end when the last acre of productive land has been taken up.

SETTLERS AS IMMIGRATION AGENTS.

One of the most potent of the agencies now at work in the interests of emigration to Western Canada in the Old Country is that of visiting settlers. Almost every day accounts appear in the newspapers of the visit of some Canadian old countryman, who has while enjoying himself among old friends and renewing acquaintances, been busily at work spreading the story of the marvellous crop of 1891. Various methods are adopted by these, but perhaps the best is that of lecturing and exhibiting views. Prominent among those now engaged in advertising Manitoba in this way is Noel S. Ross, of the Lake Dauphin district. Mr. Ross has considerable ability as a lecturer and what is better still, a practical knowledge of the country he lectures on. He came to Canada from the Old Country about ten years ago and after spending several years in wandering about, living first in one place, then in another, serving as a scout under Col. Boulton in the rebellion of 1885, he at length settled with his brother in the Lake Dauphin district. He has been eminently success-

ful since settling there and has nothing but words of praise for the whole country west of the lakes, his own district in particular. It will be easily seen, then, how much good he can accomplish by the method he has adopted. His views of Manitoba, said to be excellent ones, are exhibited by means of a magic lantern. Among them are several of the Dr. Barnardo homes, two of the famous Sandison farm, several of the various large elevators and flour mills, one of a settler just arrived on his farm, and a number of harvest scenes.

The remarks with which he intersperses the exhibition of them are calculated to convey a correct impression of the country. He winds up by saying that only those who are prepared to do without luxuries and who are willing to take their coats off and go to work for a year or two need hope to be any more successful on a Canadian farm than they are at home. Such wholesome advice is just what is needed to knock the nonsense out of those who contemplate emigrating, and who have romantic ideas of life in the colonies.

Mr. Ross intends remaining in England until May and will doubtless in the time which intervenes between now and then, be instrumental in starting many for the new land across the sea.

Editorial Notes.

It is to be regretted that the Prince Albert immigration committee has by force of circumstances been compelled to adopt a resolution which practically means the resignation in a body of its members. The committee complains that the work which it has been doing at its own expense has been done in other parts of the Territories by the Government. It has through the member for the district made representation of this to the proper Department and asked for a refund of the whole or part of the amount expended. So far no evidence has been given of an intention to meet them on the point or to recognize their services in any way, consequently the committee have decided that it is useless and impracticable for it to continue the work. The members now have no alternative but to hand in their resignation to the body which appointed them. Without entering into a discussion of the merits of the case, which would probably only go to show that the Government officials in charge of these matters had some good reason for not taking the desired action, we will say that one of the most energetic and valu-

able of the bodies of men engaged in the work of advertising particular districts of Western Canada will shortly cease to exist.

* * *

TIME has gradually worn the sharp edge off the feeling which was aroused when the United States government announced its intention to exclude the Chinese from immigration privileges, and even those who looked with suspicion on the measure which was enacted to prevent those people from entering the country have since become reconciled to it. But we venture to say that very few of them will tolerate the future legislation of that kind which is now being talked of. This time it is the Japanese who are offending. A great many of these people have left their native land and moved to California, congregating principally in the city of San Francisco. They have naturally entered into competition with the white population in some branches of industry, thereby reducing the remuneration obtained by those who are engaged in those branches. The portion of the white population who have been affected are now agitating for an exclusion law which will make it as difficult for a Jap to get into the States as it is for a Chinaman. Any movement of that kind, however, would likely result in the awakening of our selfish neighbor to the fact that the Japanese are not barbarians and that they can, when necessity demands it, assert their right as a civilized nation to equal privileges with all men.

The Cypress Hills Country.

The Cypress Hills ranching country takes its name from the Cypress Hills, which stretch from near Swift Current on the C. P. R. to a point southwest of Medicine Hat, a distance of nearly 150 miles. The whole country north of these mountains for some 60 or 70 miles is included in the now famous district. The country is what is known as broken prairie; the deep valleys of the numerous streams which flow from the Cypress Hills, dividing it into a series of bench and bottom lands, giving great variety of grazing as well as splendid shelter to stock during storms. On the bench lands the grass is short but very thick and it is said to be the most nutritious of any on the prairies of the west. In the bottoms the grass is coarser and grows to a greater length, making, when cured, magnificent hay. Water in abundance can be procured in the springs and streams both summer and winter. Building material for buildings and corrals is near at hand in the Cypress Hills, while limestone and building stone are found almost everywhere. Fuel in the shape of soft coal is found in abundance in the western portion of the district, and splendid firewood can be made of the fallen timber in the Hills.—*Medicine Hat Times.*

Winnipeg Board of Trade.

A meeting of the council of the board was held on Monday, March 4th, to consider the report of the committee appointed to draft instructions to delegates who are to represent the board at the congress of the boards of trade and chambers of commerce of the British Empire which is to meet in London, England, on the 29th June next. The report was adopted, with some few amendments as to phraseology, making it read as follows:—

To the Council of the Winnipeg Board of Trade:

GENTLEMEN.—The committee appointed by you to define and express as fully and as clearly as possible the instructions which should guide the actions of your delegates to the Congress of Boards of Trade and Chambers of Commerce of the British Empire, to meet in June next in London, England, here append their report, and in so doing they desire to state, that in their considerations and decisions, they have not for a moment lost sight of the importance and magnitude of the different questions, upon which they are compelled to advance opinions in this report, and that in advancing such opinions, they have as far as possible divested themselves of every prejudice, political and otherwise, and made their principal aim the welfare of the city, province and Dominion of which we are all alike residents, and in which we have all a direct common interest, while at the same time they have endeavored to zealously watch the interests at large of the great empire of which our country forms an important part.

In considering and advising upon the different questions to be laid before the Congress by the London Chamber of Commerce, your committee have decided to withhold any opinions upon subjects numbered in the list respectively 2, 3, 5 and 6 for the following reasons.

Subject No. 2 referring to Boards of Conciliation for labor disputes is one which as yet is of no material interest in our new and only partially organized province, and any opinions advanced would require to be of a prophetic character to suit any disputes which may arise in the future, and the sphere of prophesy your committee have decided not to enter.

Subject No. 3 covering the Codification of the Commercial Law of the Empire, your committee consider should be left for the discussion of representatives of older centres of trade, as it is a matter impossible to see how the carrying out of such a proposal might affect the trade interests of this city and the new country of which it is the commercial centre.

On subject No. 5 your committee refrain in the meantime from expressing an opinion, seeing another committee of our Board is already at work on a question identical in many respects, and the report from that source if adopted by the Board must practically fix the opinions of your delegates, and it certainly should be better calculated to do so than any expression of opinion from this committee which can only handle the subject as one of the items of detail, whereas the other committee will consider it as a subject complete and alone.

Subject No. 6 which refers to Factory Legislation throughout the Empire, like subject No. 2 is one which your committee believe it would be premature for this Board to advance, or rather obtrude opinions upon the Congress,

the question raised being one of our future difficulties, if it ever becomes one at all.

Your committee, however, wish it clearly understood, that while they advise no course of direct aggression or obstruction upon three of the subjects above referred to, they would consider it the duty of our Boards' delegates to carefully watch their discussion, and be ready to oppose any proposed action in the Congress likely to menice Northwestern trade interests, or heartily support any movement likely to further those interests.

TRADE WITHIN THE EMPIRE.

On question No. 1, which refers to the Commercial relations of the Mother Country with her Colonies and possessions, with special regard to the renewal of European treaties, and recent commercial legislation in the United States, your committee felt they were treading upon delicate ground; but they have without fear grappled with the question, and in so doing they have endeavored to throw aside every prejudice, and although embracing a wide range of political opinions within their number, the decisions they have arrived at and the opinions they now express have been reached in unanimity, and with a view to furthering the best interests of our own country.

Your committee begin the question at the foundation, and assert that no tariff laws, which can be framed and made law in Canada under existing circumstances are likely to confer any substantial or permanent advantage on this new country, while they can scarcely fail to be in many respects a great burden upon our progress and development. To get down to facts upon this point your committee, while admitting that a very small percentage of the force of our present tariff may place temporary advantages within the reach of our people, the great weight of it is unquestionably calculated to benefit the older portions of the Dominion only, while it has in the past placed upon the west an unfair proportion of the Dominion taxation.

Starting from these conclusions as axioms your committee are confidently of opinion, that it would be to the best interests of our Northwestern country, that trade between Great Britain and her colonies should be stimulated and extended and increased greatly, even if it has to be done by a system of tariff discrimination in favor of the colonies by the Mother Country, and a discrimination on the part of the colonies in favor of the Mother Country. This opinion your committee advance, not upon sentimental, but upon self-protective grounds. To secure a tariff on breadstuffs, in Great Britain, which would discriminate against foreign nations and in favor of the colonies would be one of the greatest advantages Manitoba and the Northwest Territories could gain, as to the British Isles we must look as our principal outside market for grain and other food products of our soil for many years to come, and to-day the price of three-fourths of what our agriculturalists produce is ruled here by the quotations of British markets.

Looking at this matter of discrimination from the opposite view point, the advantages to be gained are decidedly in favor of the Northwest. Discrimination in British tariff would naturally bring a *quid pro quo* in Canadian tariff. The direction in which that *quid pro quo* would tend would be unmistakable.

The tariff wall of our Dominion would have to be lowered more or less to the British exporter, if it did maintain its present height to all the rest of the world, and even that would be more or less of an advantage to our pioneer population. Of goods such as are likely to be imported from a country like Great Britain, we in the Northwest are all consumers, and scarcely any of us producers. And it must be remembered that a ten per cent reduction in tariff on British imports, when the profit of middlemen on that is added, means pretty close upon 15 per cent less in the price paid by the consumer.

Your committee therefore see in a system of mutual, favorable discrimination between Great Britain and her colonies decided advantages to the people of the Northwest in connection with both exports and imports. They are guided, as already intimated by purely business considerations in reaching this decision, and when they appeal to national selfishness and cupidity, which have been successfully made to the people of the United States by their legislators during late years, are taken into consideration, Canadians cannot be accused of even a desire for retaliation if they become selfish also.

As to the clause of this subject referring to the renewal of European treaties, your committee cannot see how it is practicable for the British colonies at large to share in every advantage, and shoulder their proportions of the burdens entailed by treaties between the Mother Country and other nations of Europe, and they believe the only true solution of this matter is for each individual colony to have the option of sharing those advantages and burdens or not, as its people may deem best for their interests.

IMPERIAL FEDERATION.

Your committee wish it clearly understood, that while advocating closer and more intimate relations between the Mother Country and her colonies, they are not prepared to advocate or speak with favor or disfavor of any closer political relations between them than now exist, and the scheme of Imperial Federation, as advocated by some politicians and even statesmen, they consider outside of the range of subjects, which should occupy the attention of either your committee or the board at large. That there is a wide field for extending and increasing trade relations between Great Britain and her colonies and dependencies is beyond a shadow of a doubt, when it is taken into consideration, that the trade of the Mother Country with Canada amounts to only 23 per cent of her whole export trade; that of all her Colonies and dependencies to only 25½ per cent of the whole, while 74½ per cent of the whole is with foreign countries. The trade of the Colonies with Great Britain shows totals which are but little better, and certainly do not indicate very cordial trade relations between what are considered members of the same great Imperial family. With all the legislative power and machinery at the disposal of each Government Home and Colonial surely these figures can be materially changed, and at the same time the best interests of all directly concerned advanced and promoted.

TRADE MARKS.

On subject No. 4, which refers to the Imperial Registration of Trade Marks. Your committee, while not prepared without fur-

ther consideration of the subject, to endorse any British Act of Parliament with such an aim, are nevertheless strongly of the opinion that it would be of great advantage to trader and consumer in every part of the Empire to have a system of registration of trade marks and brands, which would protect British and Colonial manufacturers or dealers, as well as consumers all over the Empire. People who have resided long on this continent, and know the extent to which the goods of famed manufacturers are fraudulently imitated and branded, can have but one opinion upon this subject, and that in unison with the views of your committee. Besides the brands of some of our own exported goods are already in favor in foreign markets, and require protection against spurious imitations. In Great Britain the law is such that perfect protection to brands and trade marks is afforded, and in Canada the law protects British manufactures from fraudulent imitation, but the protection is incomplete so long as it does not extend over and include every portion of the Empire.

COMMERCIAL EDUCATION.

On subject No. 7, advocating the spread of commercial education, and the adoption of the scheme initiated by the London Chamber of Commerce, your committee has not had time to consider the scheme thus advocated, and prefers not to bind the Board to any special scheme, while advising the hearty indorsement of any movement calculated to bring commercial affairs more into a line as a branch of popular education very necessary in every country of the Empire. Specially would your committee recommend a closer study in Great Britain of the geography of the colonies, and a little more study in the colonies of the geography of portions of the Empire outside of their own limits. The lack of this knowledge by many is the source of many a serious misunderstanding.

EMIGRATION.

On subject No. 8 namely, Emigration and Colonization, your committee realize that a good opportunity will be offered to your delegates to further the interests of the Northwest, and clear many of the misunderstandings and misapprehensions which exist in the British mind regarding this country. Your committee favor the directing by every possible means of British emigration towards British Colonies, and a careful discrimination as to the classes of settlers sent to each colony. They believe strong efforts should be made by the Government and people of Great Britain to prevent the flow of British surplus population to foreign countries, thus allowing the power of the Empire to be converted into alien strength, and used to build up alien power, while the greatest want of nearly every British Colony is one of population.

THE DECIMAL SYSTEM.

On subject No. 9, namely, the necessity of an Imperial system of decimal currency, weights and measures, your committee have decided that an unflinching support should be given by your delegates. Outside of the tantalizing intricacies connected with the variety of currency in use throughout the Empire, which must form a great barrier to closer trade intercourse between the different portions thereof, those connected with weights and measures are even greater barriers. In the matter of wheat for instance, we in Canada, with the exception of British Columbia, quote, buy and sell by the bushel of sixty pounds; in Liverpool cents or

hundred pound weights are the rule, while in London the quarter or eight of our bushels is the gauge for quotations. To be abreast of this advanced age of the world our system of weights, measures and currency generally should be reduced to uniform decimal basis, so that the market reports from all parts of the Empire would be understood and comprehended at a glance.

PENNY POSTAGE.

On subjects Nos. 10 and 11, the former being an Imperial system of Penny Postage, and the latter Direct Telegraph communication throughout the Empire, your committee advise a hearty support, believing that the penny postage system would be a great impetus to the extension of trade between the different parts of the Empire, while direct telegraphic communication would be an inestimable benefit to exporters and importers both in the Mother Country and the Colonies, and especially to business men in Canada, who have to depend for cable communication with the outside world and the British Isles upon the lines of foreign corporations, whose interests may be in direct opposition to those of Canadian trade.

THE BREAD SUPPLY.

With these suggestions your committee have disposed of all the subjects to be laid before the coming congress by the London Chamber of Commerce, and as that body have invited the introduction of new subjects from Colonial Boards, your committee suggest, that the subject of "A Colonial bread supply for the British Isles" be proposed as one suitable for discussion at the Congress, being one in which the Mother Country and nearly all its Colonies are directly and deeply interested, and one which is of primary importance to this great Northwest.

Your committee desire to express their views upon the subject as concisely as possible, and have accordingly put them in the shape of the following resolution, which they suggest should be forwarded by our Board to the Secretary of the London Chamber of Commerce as one of the subjects to be discussed, at the forthcoming Congress.

Resolved. That in the opinion of this Congress the time has come, or is close at hand, when the people of Great Britain can with confidence look to the Colonies and dependencies of the Empire for that portion of their bread-stuffs, which they find it necessary to import from year to year. The rapid development of grain production in Canada, India and Australasia during the past ten years clearly indicates that these countries will soon have annually an export surplus of grain in excess of the annual import demand of the British Isles, and it will be altogether unnecessary for the latter to look for supplies to foreign countries, and especially to those whose tariff laws are so framed as to strike specially at the trade interests of Great Britain and British Colonies. That this Congress sees the best method of securing this end by a system in the Mother Country of tariff discriminating against the grain and other food products of foreign nations, and in favor of the import of such goods from the Colonies and dependencies; and a similar discrimination by the Colonies and dependencies in connection with tariff on other goods required to be imported by them. That this Congress favors such a movement believing that its enforcement would serve as

a check upon the national selfishness which at the present time seems to inspire many nations in the framing of their tariff laws; and that its enforcement would prove a commercial counter-irritant, which would in a comparatively few years practically force the great nations of the world into a much freer system of trade intercourse, than now exists between them. That this Congress has implicit confidence in our Great Empire, on which the sun never sets, to produce every commodity necessary for its peoples' comfort and happiness as cheaply, if not more cheaply than they can be produced by other countries.

The foregoing suggestions on matters to be laid before the coming Congress, and the resolution also submitted, your committee believe should be sufficiently lucid and decided to form a ground work of instructions to any delegates this Board may send to the coming Congress, and while submitting all for your consideration, they ask for the adoption of this report, believing that this is in harmony with the best interests of this city, this province and Dominion, as well as those of the Empire of which they form a part.

The Antiquity of Civilization.

We cannot but be struck with the immense antiquity of civilization in Western Asia, whence, as a certain, trade, art, and literature spread westward to the Greeks and Italians, and eastward to India and China. The monuments show that at least as early as 2500 B. C. distinct civilizations existed in Chaldea, in Syria, and in Egypt. It is true that the early date which has been assigned to Menes, by scholars who reckon thirty years as the average reign of an Egyptian monarch (whereas the dated reigns often do not exceed five or six), rests on no secure basis, and extravagant estimates, based on equally unsafe deductions, have been offered by some of our cuneiform scholars, who would carry back Akkadian civilization to 4000 B. C.; but these extravagances do not discredit the facts that are deduced from better data, and which show that the even earlier than the period usually assigned as the time when the pastoral Hebrew patriarchs found their way along the Euphrates and through Syria to Egypt, there were organized states, walled towns, chariots, and horses, riches of gold and silver, bronze and iron, of corn, wine and oil, not only among the Akkadians and in Egypt, but also in Phœnicia and in Palestine. — *The Edinburgh Review.*

Lift Your Hat to Her.

Lift your hat reverently, says the *New York Recorder*, when you pass the teacher of the primary school. She is the great angel of the nation. She takes the bantling fresh from the home nest, full of pouts and passions—an ungovernable little wretch whose own mother honestly admits she sends him to school to get rid of him. This lady, who knows her business, takes a whole carload of these little anarchists, one of whom, single-handed and alone, is more than a match for his parents, and at once puts them in a way of being useful and upright citizens. At what expense of toil and patience and soul weariness! Lift your hat to her!

H. C. Russell & Co., iron railroad supplies, etc., Montreal, have assigned.

In Defense of Ladoga Wheat.

To the Editor of the Colonist.

Many of the leading newspapers of the country have published within the past few weeks the results of a comparative test recently made in Minneapolis, Minn., of the value of Ladoga wheat for milling as compared with Red Fyfe and other sorts in which the Ladoga wheat was held to be very inferior. Articles headed "Ladoga wheat a failure" have been common and the large number of letters of enquiry from farmers which have of late been received at the Experimental Farm leads me to ask the use of your columns, to make what I believe to be a fair presentation of the whole question.

It has long been known that varieties of grain ripened as far north as it is possible to grow then where the summer season is short, often acquire by a long process of acclimatization an early ripening habit. This habit, once stamped by nature on any particular variety, appears to be retained by that grain even when it is grown in localities where the season is longer. As soon as possible after the organization of the Experimental Farms was begun, efforts were made, under instruction of the Minister of Agriculture to obtain from Northern Russia some of the best early-ripening varieties of wheat grown there for experimental test in Canada. Correspondence was opened in November, 1836, with a seed dealer of high repute in Riga, Mr. E. Goegginger, and a sample of the best Red Fyfe obtainable was forwarded to him with the request that he would select and forward to the Experimental Farm at Ottawa, 100 bushels of the best early-ripening wheat he could obtain, and to get it as nearly as possible equal in quality to the sample of Red Fyfe sent.

In reply, Mr. Goegginger stated that he had secured and forwarded one of the most highly esteemed early-ripening varieties produced in Northern Russia; that it was a wheat much valued there on account of its quality, and, being grown near Lake Ladoga, in latitude 60, north of St. Petersburg, it was known as Ladoga wheat. When this wheat arrived in the spring of 1837, and before it was distributed, samples were submitted to several parties who were believed to be good judges of wheat from a Northwest standpoint, and they all gave it as their opinion that the Ladoga wheat was of good quality. This grain was distributed at once among farmers in Manitoba and the Northwest Territories, and some of it was sent to the Indian agencies for tests. It proved earlier in ripening than Red Fyfe by an average of about ten days, and that early ripening quality it still retains. In the spring of 1838, a further distribution of this wheat was made, and after the harvest of that year, a sufficient quantity was obtained to make some tests of its milling qualities.

Sixteen bushels of Ladoga which had been grown at the Experimental Farm at Indian Head were taken with a similar quantity of the best quality of Red Fyfe grown in an adjoining field to the roller mill at Fort Qu'Appelle. The flour of the Ladoga when compared with the Red Fyfe had a slightly deeper yellow shade. The product from both these varieties was forwarded to Ottawa where sacks

were sent to two of the leading bakers and after a careful test both gave it as their opinion that the Ladoga was the stronger flour of the two although darker in color. Samples of the bread, flour and grain of both Ladoga and Red Fyfe were submitted also to the Agricultural Committee of the House of Commons when the most critical members could find no fault with the Ladoga other than on the ground of its being a little yellower than Red Fyfe. Samples of the Ladoga grains grown in different parts of the Dominion were also sent to the leading Boards of Trade in Canada and to a number of special experts for their opinion. To indicate the object in view in the introduction of Ladoga wheat, permits me to quote the following from the letter which was written by me to the boards of trade and experts and forwarded with the samples:

"It is well known that farmers in the northern parts of Manitoba and the Territories have in the past suffered much loss from the frozen wheat and they are anxious to obtain some variety which will ripen a few days earlier than the Red Fyfe so as to admit of it being harvested before the early frosts occur. So strong is this feeling that farmers are willing to grow inferior varieties rather than suffer such losses as they have experienced in the past."

"In view of this condition of things, efforts are being made, under the instruction of the Minister of Agriculture, to endeavor to secure an early ripening wheat of good quality as nearly up to the standard of the Red Fyfe as possible. You will bear in mind that the object of this introduction is not by any means to displace the Red Fyfe; I think the growth of that variety should be encouraged in every practicable way, but the Minister desires that an earlier wheat of good quality should be grown where the Red Fyfe does not succeed, and thus discourage and prevent, as far as is practicable, the introduction of soft and inferior varieties of wheat, so that the present high standard of our Northwest grain may be generally maintained, and at the same time the necessity of farmers met and the settlement of the country stimulated."

I shall not weary your readers with details of the opinions of the experts on these several samples of Ladoga wheat; they were most perplexing and varied on the same sample, in some instances from soft to extra No. 1 hard. All these particulars, together with the results of a number of careful analysis of these wheats by Mr. F. T. Shutt, chemist of the Experimental Farm, will be found in Bulletin No. 4, issued from the Central Experimental Farm in March, 1839.

A second milling test was made late the same season, by taking to the roller mill at Souris, Man., about 20 bushels of Ladoga and a similar quantity of Red Fyfe of same weight, grown at the Experimental Farm at Brandon, and the results obtained were precisely similar to those already given.

In summing up the evidence submitted in Bulletin No. 4, I wrote as follows: "The Ladoga wheat has been subjected to a searching criticism; tables of the entire results of its growth have been given; the public have been advised of such defects as have been noted during the progress of the two years' tests, and making the most liberal allowance for these defects, it seems not too much to say that the evidence thus far obtained is sufficient to show;

that the Ladoga is a productive and valuable variety of hard wheat, which has thus far ripened over the whole Dominion ten days earlier on the average than the Red Fyfe, that the better samples obtained are fully as rich in gluten as the best Red Fyfe, and while the cultivation of the Red Fyfe should be recommended in every section of the Northwest, where it is likely with early sowing to escape the autumn frosts, the growth of the Ladoga may be safely encouraged wherever the ripening of the Red Fyfe is uncertain without incurring the risk of materially lowering the reputation or the general quality of Canadian hard wheats.

These, as far as I can recall, are the strongest words of praise I have ever uttered concerning Ladoga wheat, and I think no one will consider them extravagant who will read the evidence in its favor submitted in Bulletin 4. In the two tests of making flour from Ladoga wheat grown in Canada and its comparison with Red Fyfe, the comparisons were in every respect fair, both varieties being equally plump and well developed, whereas in the recently published tests at Minneapolis, a very poor sample of Ladoga wheat was taken, weighing only 57 lbs. to the bushel, and compared with a very choice sample of Red Fyfe, weighing 63 lbs. to the bushel. Comment on such a test is unnecessary.

When the results of the Canadian test of grinding the Ladoga were made public many of the millers thought that no satisfactory trial could be made with quantities so small as from 18 to 25 bushels (the recent Minneapolis test was with 25 bushels) and efforts have been made every year since to have such a test made as would be satisfactory, one that would definitely settle the question of the relative value to the millers of Ladoga and Red Fyfe. I am pleased to be able to say that arrangements have lately been completed with the Dominion Milling Co. of Toronto, with this object in view, and a carload of Ladoga wheat, grown in the Northwest, will shortly be available for the purpose. As soon as the results of that test are made known they will be made public. In the meantime it would be unwise to attach any weight to the test which has recently been made in Minneapolis.

It should never be forgotten that the work carried on by the Experimental Farms with new varieties of grain is purely experimental. No effort is spared to secure every promising sort for test. The whole world has been laid under tribute for this purpose. Many varieties of wheat have been brought from Russia, Germany, France, Great Britain and other parts of Europe; other sorts have been brought from the Cape of Good Hope and Algiers in Africa. Asia has sent its quota from the plains of India and from the mountain districts of the Himalayas, from altitudes of 10,000 to 17,000 feet above the sea. Other varieties have been brought from Japan, Australia and New Zealand, to which has been added every sort obtainable from the United States and Canada. These have all been carefully tested side by side, their growth watched and their quality and yield recorded. A large proportion of the foreign sorts have proven very inferior to many of the varieties already grown here, and whatever may be the conclusions regarding Ladoga as compared with Red Fyfe, if early ripening wheat must be had, no other sort has yet been

found so early which is equal to the Ladoga in quality, vigor and productiveness. The only reason why special prominence has been given in the Experimental Farm reports to Ladoqa wheat is because it is believed to be the best for the Northwest country of all the early ripening varieties at present in cultivation. The Red Fyfe is a wheat of the highest quality, and is probably the best which has yet been produced. The Ladoga on the average is less productive and is more liable to rust, but until we can get a better early wheat it may be wiser to encourage the growth of this variety in the more frosty districts of the Northwest than to have the high character of the wheats of that country gradually lowered in value, as it now promises to be by the introduction by the farmers themselves, in their search for earlier ripening sorts, of a number of inferior soft wheats from Ontario.

In case the Ladoga should not fully realize the anticipations first formed regarding it, there is already good reason to believe that some of the new cross-bred sorts which have been originated at the Central Experimental Farm from the Ladoga crossed with Red Fyfe well combine earliness with the requisite quality.

WM. SAUNDERS,

Director Experimental Farms.

Ottawa, March 15th, 1892.

Immigration Notes.

A party of colonists were expected to leave Orillia, Ontario, on March 15th for Manitoba.

A Belleville, Ont., report says that a number residents of that district are preparing to move to Manitoba.

It is expected that between twenty and families will emigrate from the State of Oregon to Calgary district this spring.

R. A. Janes, of Calgary, Alberta, is now in Ontario, on a lecturing tour, in the interests of Calgary and the surrounding country.

Between Friday and Monday, March 18th and 21st, some fifteen or sixteen trains of immigrants, bound for points in Manitoba and the Territories, arrived at Winnipeg.

One of the planks in Hon. John Carling's platform in the London campaign read: "To encourage by every reasonable means the settlement of the vast and fertile regions of the Northwest."

During this month it is expected that a party of thirty young men from the Old Country will arrive at Brandon, from whence they proceed to different sections of the country and work as farm hands.

There arrived at Montreal on March 15th by the steamer Vancouver, one hundred and twenty immigrants bound for Manitoba and the Territories. These were from Liverpool and were rated high-class.

On Tuesday, February 16th, Mr. Goschen gave formal expression in the House of Commons to the willingness of the British Government to lend £150,000 to the British Columbia Government to be used in settling crofter fishermen in that province.

One of the leading land companies, of Winnipeg, recently received a letter from a Dakota farmer, which read as follows: "We have to

leave Dakota. What sort of land, and where, and at what price, and upon what terms are you offering? Information! please, information!"

The diminution of the timber supply and the consequent loss of a market for their produce, owing to the close of the lumber camps, has decided a number of farmers in Parry Sound district, Ontario, to emigrate to the Northwest. T. G. Pearco and H. Irvine, who were the delegates sent by these people to choose a location, have, after visiting Edmonton decided that that district is the most suitable. Arrangements as to transportation have been made with the C. P. R., and early in April the first party, consisting of fifty families will start for their new homes. It is the intention to establish a school in the colony as soon as possible and also a postoffice.

The distribution of a train load of immigrants which arrived at Winnipeg on Friday, March 18th, was as follows:-

Griswold, Manitoba.....	81
Brandon, ".....	65
Souris, ".....	25
Winnipeg, ".....	25
Portage la Prairie, ".....	20
Moosomin, ".....	17
Holland, ".....	16
Douglas, ".....	13
Hartney, ".....	13
Melgund, ".....	12
Rounthwaite, ".....	11
Carman, ".....	11
Alexander, ".....	10
Other points in ".....	69
Northwest,	15
Total.....	403

This year, Dr. Barnardo hopes to place out 600 trained young people in the Colonies, especially Canada. "Perhaps," says Dr. Barnardo in *Night and Day*, "nothing has been more cheering during the year than the testimony borne on every hand that the prejudice excited in some quarters against our emigration to the Colonies is disappearing. Hard fact is winning its way, and removing prejudice; men are beginning to see that our boys and girls do well, and that the vast majority of our young emigrants are living respectable, independent, sober, honest lives. It is now known by experience that we do not send out the criminal, or the vicious, or the morally unfit, or the physically tainted; and it is now known that no emigration agency has fought more strenuously to lift higher the standard of emigration and to keep back unfit emigrants, than ourselves. As to the demands for our young people, we can only say we are never able fully to supply them."

A scheme is now on foot whereby a large number of the German agricultural population of Russia will be transplanted from their present homes to the farms of Western Canada. Its main points are embodied in the recent announcement by the Dominion Government Immigration Department to the farmers of Manitoba and the Territories. The announcement says: "A large number of the German agricultural population of Russia are desirous of leaving their homes and finding a new field of occupation for themselves and their families. They have not the means of transportation, but can

got an advance sufficient to bring them to Winnipeg, where it will have to be refunded by those who employ them. As compensation they are willing to work six months without wages; this refers to the men and all children of twelve years and upwards. The passage for the wives and children under twelve years must also be paid, and they are to receive the current rate of wages for any work they may do on account of this payment. Any balance that they may be owing at the end of six months will be assumed by the husband and repaid by further work, then at current rates. The amount of passage to Winnipeg to be paid on arrival at that point will be as follows: For all from twelve years upwards, \$45.00; for those from five to twelve years of age, \$22.50, and for those from one to five years of age, \$15.00, and this is to be paid to the Merchants' Bank of Canada. Any one paying passage money in this way is protected by Canadian law, and it is guaranteed that no Jews will be brought out under this scheme."

British Columbia.

It is estimated that over \$1,500,000 will be expended in building in Vancouver during the present year.

The Kootenay Mining Development syndicate has been formed in London, England. Among the local directors is Mr. W. Pellow Harvey, of Golden, B.C.

The prospectus has been issued of the Vancouver Wine Brewing and Malting company, with a capital of \$1,000,000. The company proposes to do an export and import business.

The fishing business, plant and good-will of the well-known firms of W. H. Vianen and E. W. Pair & Co., of Westminster, have been purchased by an English syndicate. The Port Haney establishment of the Fraser River Freezing Co. is also included in the purchase. The syndicate propose operating on a large scale.

Victoria Colonist: "Superintendent of Indian Affairs A. W. Vowell, who has just returned from the north, says that the accounts of the fatal work of la grippe among the Indians have been very much exaggerated. The death rate among the natives is but little higher than among the whites. At Alert Bay, where a large number of Indians of other tribes are spending the winter, perhaps 80 or 100 of all ages have died during the year of a variety of diseases."

The water in the Fraser above Yale canyon is lower at present than in the memory of the oldest Indian. The receding water left a sand bar exposed recently which is about two acres in size. The bar had no sooner appeared than a number of siwash went there and prospected it, with the result that good pay was found. This created some excitement among the other Indians, and some 50 siwash are now hard at work on the bar, all making big wages. As high as \$40 a day has been washed by some of them, and the gravel, it is said, would yield rich returns if the means were at hand to work it scientifically.

A fire at Moose Jaw, Man., on March 11th destroyed buildings and property to the amount of \$15,000.

March.

Likesome reformer, wh with mein austere,
 Delecto dress a d loud insist nt tones,
 More aspiring than the wrongs which she be-
 m an,
 Walks through the land and wears all who hear,
 Whil's yet we know the need of such refor n;
 So com s u lvely March, with wind and storm,
 To break the swell of witer, and set free
 In prison: brooks an i crocus beds oppressed.
 Severe of face, gaunt-armed and wildly dies-ed,
 She is not fair nor bea utifl: to see.
 But mercy April and sweet smiling May
 Come not til Marc: has first prepared the way.
 ELLA WILKINER WILCOX.

A Letter on Western Canada.

The following extracts from a letter by Mr. McNeil, manager of the coal mines at Cammore and Anthracite to an American paper will prove interesting. Mr. McNeil's object in writing was to dispel some of the wrong impressions held by Americans regarding Western Canada, and also to direct the attention of Iowa farmers who contemplate emigrating to the exceptional inducements offered by this country to the agriculturalist:

"I have a Wall street friend, somewhat noted for his pithy way of putting things, who made this telling remark: 'Fetter go west for a start than stay here. There are more acorns in the woods and not so many hogs after them.'

"The trouble is with the United States now that there scarcely remains a west within its borders to go to. The cream at least of its government agricultural land is gone. There is no material within my knowledge with which to make another Minnesota or Iowa. Even the casual thinker knows well that starting this decade with 65,000,000 people the overflow will elbow each other a little in every state in the union in the early years of the next century. If every emigrant that reaches our shores could be diverted to Canada or elsewhere there would be no mourners among our people, unless the patriots of the new south who have planted a town site on every available piece of round should wear some orange.

"I reached Iowa in 1869 and for nearly four years, connected with railway construction, travelled the territory from Marshalltown north and northwest into Minnesota and the Dakotas. What northern Iowa and western Minnesota and the best wheat belt of the Dakotas was then, Manitoba and the Northwest Territories of Canada now are to the pioneer farmer, mechanic and merchant.

"Last fall I drove over this country from Brandon southeast perhaps 200 miles, principally on the line of new railway construction, and so had a chance to make the comparison given. Here and there, long distances apart, stood the log houses of the pioneer, located many years in advance of the railroad. The people told me over and over again where we would stop to feed or pass the night, the same old story of long hauls from home to market, and the empty-handed return because the cost of the journey had eaten up the value of the load of grain. It required no effort for me to go back twenty years to the American dugouts during the recital. The same enthusiasm was manifested over the near approach of that great civilizer, the locomotive. It meant to all these people the very wide difference between a bare living gotten by the hardest labor and comparative wealth. It always does mean this to every new country.

"Undoubtedly the further parallel will be re-

marked later on that the same gratified sovereigns will reach out after the railway company with the distance tariff and cheerfully smoke their well earned cigars while the shareholder of the railway does the spitting. I borrowed this simile from the story of the two newsboys who combined their capital, and with the result bought a penny grab cigar. The largest boy lighted the weed and smoked until the junior demanded a whiff, which he denied him with great sangfroid, saying, 'You ought to be satisfied, you are a joint stockholder; I will do the smoking and you can spit' Charles Dickens would have said that this must have been an American newsboy.

"My drive over this wheat belt was a revelation. No where else in any country on earth is there such an unbroken expanse of soil adapted to wheat raising as this territory from Winnipeg to the foothills of the Rocky Mountains. The crops uniformly grade No. 1 hard. The yield 30 to 50 per acre. The price of land from \$2 to \$5 per acre. The cost of production, liberally figured, 20 cents per bushel. The value this year at the station is 75 to 80 cents. Young men pay for a quarter section of ground and improvements in one season with the crop they raise. Single owners with little or no starting capital cropped last year as high as 50,000 bushels of No. 1 hard wheat, and own the property they raised it on. Thirty million bushels of grain went out of this stretch of country to the market last year, and I would exaggerate it if I stated that there was one farm house for every ten miles square. Canada, which has more area than all Europe, could beyond any doubt absorb the entire population of Europe and feed it out of this granary.

"The prevailing idea about Canada is that lying between us and the north pole it is inclement, ice bound and sterile. We associate it with bear skin overcoats, toboggan sleds, snow shoes and ice palaces. All writers and artists have seemed to conspire to put a frosting on this country. As early as 1815, De Quincy, in his incomparable summing up of a winter's delights says: 'No, a Canadian winter for my money, or a Russian one, where every man is but a co proprietor with the north wind in the fee simple of his own ears.'

"Charlotte Bronte, in 1847, has Jane Eyre give her readers a chilly idea of man's stern character by comparing his frozen nature to a Canadian winter.

"No artist has ever thought it worth while to make a summer picture of anything Canadian until the Canadian Pacific railway people very wisely combated this foolishness with a series of magnificent engravings, and even they give prominence to the glacier on the Solkirk mountains.

"You can as easily imagine an Esquimaux lolling in a lawn hammock lightly clad in a seersucker and a cigarette as to get up a mental picture of anything Canadian without something cold in it.

"I can testify to 125 degrees Fahrenheit in the sun for enough days last summer in the Rocky Mountains to make me wonder at all this. The facts are that no finer climate favors any portion of the inhabitable globe. Canada has more territory than we have that lies on the lines of the latitude along which have been, and are being produced that race of people which denominates men and things everywhere.

Leaders of men are not bred in the tropics in this century. Vigor, strength, mental and physical, and the courage to do and dare, grows best, if not almost entirely where the winter is long and hard enough to make ice, and I prefer many winters without mud in them. Geographically I should say that latitude 50 was the dividing line of the best breeding ground for the human race, and it is practically the boundary line between the United States and Canada."

The Manitoba Government Headquarters in Liverpool.

Liverpool *Journal of Commerce* of Feb. 5th: The Manitoba offices in James street are at present the scene of considerable activity, and Mr. McMillan and his staff of assistants find it all they can do to keep up with their work. The extraordinary crop of 1891 in Manitoba has called forth so much inquiry for reliable information regarding that country that it has been decided to place in prominent positions throughout the United Kingdom, such as the Imperial Institute and some of the larger museums, samples of the products of the country. Some will also be sent to agricultural fairs throughout the country, and to the continent of Europe. The first consignment of products has just arrived, and they certainly speak well for the capabilities of Manitoba as an agricultural country. On exhibition in the offices are some magnificent specimens of the famous Manitoba No. 1 hard red Fyfe wheat. One of the samples weighs about 66 lbs. to the bushel. Up to this year very little of this famous wheat has been exported to this city, most of the surplus having been used by millers in Eastern Canada to mix with their inferior and softer wheats. As Manitoba has this season about 25,000,000 bushels to export, a considerable quantity is likely to come to this country. It will interest Liverpool grain men to know that the acreage under crop in Manitoba has doubled within the last four years, so that the supply of this wheat is likely to increase. The official grain standards, as fixed by the Canadian Government, are also to be seen in the Manitoba offices. These should be of use to the grain men here. In addition to these there are a few very fine specimens of Canadian barley, such as it is hoped will in a year or two be sent largely to this country. The Government offices in James street are about to be newly decorated with samples of grains and grasses, and photographs, &c., so that any one desiring to see what the country really produces can do so. Some of the samples of grass are 10 to 12 feet in length, and straw from Manitoba farms in several instances shown five feet six inches long. The exceeding brightness of the straw and the hardness of the grain is a very noticeable characteristic, accounted for no doubt by the bright, sunny days so common in that country. Mr. McMillan, the government agent in this city, is spending much of his time lecturing in the country, and he reports that there are indications of a large emigration in the spring. These efforts are a new departure in this country, but we are glad to see the energy with which they are endeavoring to people their vacant lands, and to attract thither the surplus population of the United Kingdom, who to the number of 200,000 annually leave these shores.



THROUGH TIME TABLE—EAST AND WEST.

Read Down Atl. Ex.	STATIONS.	Read Up Pac. Ex.
A 3 00 Lv	Victoria	19.30 Ar
19.30	Vancouver	14.25
13.10	Westminster	14.22
19.22	North Bend	8.10
4.13	Kamloops	23.00
10.30	Donald	12.35
22.25	Banff Hot Springs	0.45
2.20	Calgary	2.30
9.30	Medicine Hat	15.15
10.19	Dumfries	17.50
23.30	Regina	6.23
7.63 (Local)	Virten (Local)	21.27
10.05 Ar	Brandon	19.30 Ar
11.16 Lv 7 00	Portage la Prairie	20.15 Lv
14.14	Winnipeg	16.47
16.13	Winnipeg	14.29 Ar
A 11.30 am Lv	Winnipeg	Ar. A 13.50 pm
14.05	Gretina	11.20 am
8.00	Fargo	3.35
3.20	Duluth	8.00
6.15 am	Minneapolis	5.50
6.55	St. Paul	7.15
F 17.45	Winnipeg	E 10.10 Ar
18.40	Selkirk East	9.21
G 23.35	Rat Portage	E 6.00
12.30	Fort William	15.10
G 13.15 Ar	Port Arthur	14.30 Lv
3.30 pm	Port Arthur	D 3.15 pm
8.40	Schreiber	C 9.20 am
H 7.03 pm Lv	North Bay	Ar. C 8.35 am
B 4.20 am	Toronto	B 11.00 pm
9.01	Hamilton	6.55
11.20 am	Niagara Falls	4.35
11.35 noon	London	6.00
12.05 pm	St. Thomas	4.35
B 2.65 pm	Detroit	Lv B 12.05 pm
H 6.30 pm Lv	North Bay	Ar. C 9.45 am
3.00 am	Carlton Jct.	Lv 1.20 pm
B 10.39 am Lv	Pre-cott	Ar. B 1.50 pm
4.10 am	Ottawa	12.29 am
8.00 am	Montreal	8.40 pm
2.30 pm	Quebec	1.30
7.00 am	New York N.Y.C.	7.30
8.50 pm	Boston, B AND M	Lv. 9.00 am
1.10 pm	St. John	4.10 pm
10.30 pm	Ar Halifax	Lv. 6.50 am

J K BRANCH LINES		J K
10.20	5.20 12.20	Lv Winnipeg Ar. 13.50 17.00 21.30
	11.45 15.40	Morden 13.10 25
	17.15 17.40	Pilot Mound 11.16 11.00
	23.00 21.00	Ar Deloraine Lv 8.00 6.00
J 7.00	Lv Winnipeg	Ar. J 16.15
11.15	Ar Emerson	Lv 12.15
J 18.00	Lv Winnipeg	Ar K 9.55
19.30	Ar West Selkirk	Lv 8.25
K 10.35	Lv Winnipeg	10.00
13.55	Carman	14.25
17.40	Holland	8.50
19.25	Glenboro	7.45
20.50	Methven	6.00
K 13.00	Lv Winnipeg	J 17.15 Ar
13.50	Stony Mountain	16.20
14.15	Ar Stonewall	K 16.00 Lv
J 9.40	Lv Brandon	Ar 21.25
12.55	Ar Souris	Ar 19.25
15.20	Ar Nankina	Ar 16.00
16.05	Ar Melita	Ar 15.00

Tues. & Sat.	Mon. & Thurs.
7.00 Lv	Regina Ar. 21.00
16.15	Saskatoon 12.15
19.00	Duck Lake 9.00
21.00	Ar Prince Albert Lv 7.00
Mon. & Thurs.	Wed. & Friday
8.00	Calgary 19.00
19.00	Edmonton 8.00

REFERENCES:
 A. Daily. B. daily except Sunday. C. daily except Monday.
 D. daily except Tuesday. E. daily except Wednesday. F. daily except Thursday.
 G. daily except Friday. H. daily except Saturday. J. Monday, Wednesday and Friday. K. Tuesday, Thursday and Saturday. L. Tuesdays and Fridays.
 Trains east of Brandon run on central standard time, between Brandon and Donald on mountain standard time, and west of Donald on Pacific standard time.

CONNECTIONS.
 Victoria—Steamers for Puget Sound, Alaska, San Francisco and Southern California points.
 Vancouver—With steamers for Puget Sound, Victoria and with C.P.R. steamships for China and Japan.
 Revelstoke—With steamers of C.P.R. Nav. Co. for Holson, Little Dalis, Spokane Falls, etc.
 Tumour—With A. R. & C. Co. for Lethbridge, etc.
 Portage la Prairie—With M. & N. W. Railway.
 Winnipeg—With branch lines diverging.
 Fort William—With C.P.R. steamers during season of navigation.
 Elegant Dining and Sleeping Cars on all through trains. Through tickets at lowest rates on sale at principal stations.
 W. M. McLEOD, City Passenger Agent.
 WM. WHITE, Gen'l Supt., ROBT. REEB, Gen'l Pass. Agt.
 WINNIPEG. WINNIPEG.

NORTHERN PACIFIC R.R. TIME CARD.

Taking effect Wednesday Jan. 20th, 1892.
 Central or 90th Meridian Time.)

North Bound			South Bound		
Branden Ex. Tues., Th. & Sat.	St. Paul Express Daily	Miles from Winnipeg.	STATIONS.	St. Paul Express Daily	Branden Ex. Mon., Wed. & Fri.
4 05p	1 20p	0	Winnipeg	2 00p	10 00a
3 57p	1 11p	3.0	Portage Junction	2 09p	10 08a
3 43p	12 55p	9.3	St. Norbert	2 24p	10 21a
3 33p	12 42p	15.3	Cartier	2 30p	10 35a
3 12p	12 22p	23.6	St. Agathe	2 55p	10 52a
3 03p	12 13p	27.4	Union Point	3 03p	11 01a
2 45p	12 00p	32.6	Silver Plains	3 10p	11 14a
2 25p	11 40p	40.4	Morris	3 35p	11 35a
	11 29p	46.8	St. Jean	3 51p	
	11 01p	54.0	Letellier	4 10p	
	10 40a	65.0	Emerson	4 40p	
	10 25a	68.1	Pembina	4 50p	
	6 40a	103	Grand Forks	9 00p	
	4 55a	147	Winnipeg Junction	1 15a	
	4 15a	181	Minneapolis	12 15p	
	10 45a	183	St. Paul	12 45p	
			Chicago	7 15a	

MORRIS-BRANDON BRANCH.

East Bound.		West Bound.	
Freight Mon., Wed. & Fri.	Passenger Tues. & Sat.	Passenger Mon. & Wed. & Fri.	Freight Tues. & Sat.
11.40a	4.05p	10.00a	3.00a
7.00p	12.25p	11.50a	8.45a
6.10p	1.54p	10.0	9.35a
5.14p	1.24p	21.2	10.34a
4.50p	1.09p	25.9	10.57a
4.11p	12.50p	33.5	11.37a
3.40p	12.33p	39.6	12.10p
2.53p	11.49a	49.0	1.02p
2.20p	11.37a	54.1	1.25p
1.40p	11.18a	62.1	2.45p
1.13p	11.00a	68.4	3.00p
12.43p	10.44a	74.0	3.14p
12.19p	10.32a	79.4	3.26p
11.46a	10.18a	86.1	3.42p
11.15a	10.00a	92.3	3.57p
10.29a	9.30a	102.0	4.20p
9.52a	9.10a	109.7	4.38p
9.02a	8.50a	120.0	5.03p
8.15a	8.25a	121.5	5.27p
7.35a	8.05a	137.2	5.45p
7.00a	7.45a	145.1	6.05p

Passenger Trains stop at Miami for meals

PORTAGE LA PRAIRIE BRANCH.

East Bound.		West Bound.	
M. daily except Sunday.	Miles from Winnipeg.	Mixed daily except Sunday.	STATIONS.
12.45p	0	1.45p	Winnipeg
12.29p	3.0	1.58p	Portage Junction
12.03p	11.5	2.27p	St. Charles
11.52p	14.7	2.35p	Headingley
11.34p	21.0	3.01p	White Plains
10.52p	35.2	3.50p	Eastace
10.31p	42.1	4.15p	Oakville
9.50p	55.2	5.00p	Portage la Prairie

Passengers will be carried on all regular freight trains.
 Pullman Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.
 Connection at Winnipeg Junction with two Vestibuled through trains daily for all points in Montana, Washington, British Columbia, Oregon and California.

CHAS. S. FEE, H. SWINFORD, General Agent, Winnipeg
 G. P. & T. A. St. Paul.
 H. J. BELCH, Ticket Agent, 486 Main St., Winnipeg.

Intercolonial Railway of Canada

DIRECT ROUTE BETWEEN THE WEST AND ALL POINTS ON THE ST. LAWRENCE AND BAY DES CHALEURS, PROVINCE OF QUEBEC;

NEW BRUNSWICK, NOVA SCOTIA, PRINCE EDWARD AND CAPE BRETON ISLANDS, NEWFOUNDLAND AND ST. PIERRE.

Express trains leave Montreal and Halifax daily (Sundays excepted) and run through without change between these points in 30 hours.
 The through express train cars of the Intercolonial Railway are brilliantly lighted by electricity and heated by steam from the locomotive, thus greatly increasing the comfort and safety of travellers.

New and elegant Buffet Sleeping and Day Cars are run on all through express trains.
CANADIAN EUROPEAN MAIL AND PASSENGER ROUTE.

Passengers for Great Britain or the Continent, leaving Montreal on Friday morning, will join our own mail steamer at Halifax on Saturday.

The attention of shippers is directed to the superior facilities offered by this route for the transport of flour and general merchandise intended for the eastern provinces and Newfoundland, also for shipments of grain and produce intended for the European market.

Tickets may be obtained and all information about the route, also freight and passenger rates on application to

N. WEATHERSTON, Western Freight and Passenger Agent, 93 Rm. House Block, York St., Toronto.
 D. POTTINGER, Chief Superintendent, Railway Office, Moncton, N.B., 14th November 1892.

Manitoba and Northwestern R'y Co.

Time Card.

Taking Effect Monday, April 6th, 1891.

Regular passenger trains run as follows.

WESTBOUND.
 Leave Winnipeg at 11.00.
 Tuesday, Thursday and Saturday for Portage la Prairie, Rapid City, Yorkton and intermediate stations.
 NOTE.—A mixed train for Russell makes close connection at Binscarth on Tuesday and Thursday.

EASTBOUND.
 Leave Yorkton Monday, Wednesday and Friday at 5.05.
 NOTE.—A mixed train leaves Russell at 7 on Wednesday and Friday and makes connection at Binscarth with train for Winnipeg.
 Leave Rapid City on Mondays, Wednesdays and Fridays at 10.10

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.

Tuesdays & Saturdays	Miles from Winnipeg.	STATIONS.	Mondays & Wednesdays & Fridays
Leave			Arrive.
11.00	00	Winnipeg	17.20
12.50 ar	56	Portage la Prairie	15.30
13.00 Lv			ar 15.20
14.45	91	† Gladstone	13.55
15.50	117	Neepawa	12.28
16.45	135	Minnedosa	11.45
17.45 ar	150	Rapid City	1v 10.10
18.24	171	Shoal Lake	9.57
19.45	194	† Birdie	1v 8.55
20.25	211	Binscarth	7.55
21.32	236	c Langenburg D	6.48
23.15	279	Yorkton	1v 5.50

† 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. Agent

Down the Columbia.

ONE OF THE MOST BEAUTIFUL RIVERS IN THE WORLD—MAJESTIC MOUNTAINS—THE CURIOUS INDIAN CANOE.

The Columbia is one of the most beautiful rivers in the world. Perhaps one of the things that makes it seem so is the fact that so few people know it to be the case. Before many years, most likely, its waters will be churned by the swift paddles of excursion steamers, villages and factories and saw mills and smelters, will pop into existence along its banks, its magnificent forests will be swept away and the Columbia will become as well known as the Rhine and Hudson. I allude to that part of the river that flows through British territory, for the lower reaches of the stream are familiar enough by this time. Bursting out of the earth as a full river, and navigable within a few rods of its source, it takes an impetuous way to the northward, flowing between the Rockies and the Selkirks, then, turning sharply south, between the Selkirks and the Gold range, it descends into our country, foams through the Dalles, turns westward and rolls in state to the sea. The steamers that ply up stream from Golden and down from Revelstoke do not promise much to the eye, but they are more comfortable than they look, and so long as you have a clean berth with plenty of cover at night, a lamp to read by and enough to eat, even though the cooking be done by Chinamen, who are fond of pork and fat and butter, you are doing as well as you must expect to do out west. While the propulsive power is a large, old fashioned wheel at the stern, that throws a cloud of spray behind it and that is rimmed with rainbows in the morning, the space is not much behind that of our side wheel boats.

Though apprised by the trembling of the timbers that the steamer was under way, for the captain starts as soon as there is light enough, either of dawn or moon, to see the way clear, as no gleam came through the window I did not turn out until it was manifestly day. Then, going on deck, I found that the boat was near the upper of the two expansions known as the Arrow lakes, in water as smooth as a mill pond and that reflected the landscape like a mirror. Fancy the Hudson, with the Catskills pressed to the edge of the edge of the water, with glimpses of snow peaks over the tops of the nearer mountains, with occasional valleys opening a magnificent perspective of Alps, with a huge forest clothing the hills to timber line, with stony caps and crags jutting into the flood with little beaches where a boat could be drawn up, but with never a house or hut or tent, and you have the Columbia. The morning had dawned cold and crisp and clear and as the sun peered over the Selkirks the rosy light on the glaciers paled to silver, and the russet mists grew pink, then white, then vanished altogether. Inaccessible wastes of rock and snow loomed on the western side, and on the east a bare mountain rose from the river's edge in one immense slant to a beetling peak higher than Mount Washington and splashed with snow about the top. Two or three sharp twists among an archipelago of sand spits and islands were necessary in keeping to the channel, and in some places the way was

so narrow that the need of going through by daylight was obvious. At the end of one pebbly bar lies a rustic boiler. It belonged to a little steamer that lost her way here, broke up on this island and disappeared, leaving only this piece of iron to show where she struck. Had she gone over that bar in time of a spring melt or freshet, she would have had no trouble, for then the river rises fourteen feet and a Sound steamer could be urged through. As the river widens to about two miles in each of the Arrow lakes, there is no sign of current in ordinary weather, and the mountains, standing apart, form a series of the loveliest scenes that can be imagined. Below the lakes the hills come nearer, shutting out the view of the higher peaks, but presenting a view of forest growing with almost tropic rankness, as wild and high as before the white man's keel ever fretted these waters and the whole northwest was vaguely known as a lonesome wilderness, "where rolled the Oregon and heard no sound save his own dashings."

About noon interest centres on the apparition of a canoe containing a solitary Indian who is catching fish for his dinner. He is only a frowsy Indian, and his boat is shabby, but, because he is the first man to be encountered on that day, everybody appears on deck to look at him. He returns the gaze with a careless eye, for he has evidently seen the great fire canoe before, and resumes his fishing, after bringing the head of his frail bark round to take the swell of the wheel more easily. Odd boats, these Columbia river Indians have—shaped like ironclads without turrets, wider and longer at water line than at the gunwale, but made of bark and fragile looking. They are propelled by double bladed paddles. The Chinese cook summons to meals by creating a din in all parts of the boat with a gong, and the company that assembles about the table, though coarsely clothed and brown faced, is as well behaved, as simple mannered and as considerate as any that you would find on an Albany steamer, I'll be bound. There are no visible settlements along shore, and few places to plant them, but row and then the boat "runs her nozzle agin the bank," after blowing the whistle to notify somebody of her intention to do so, and a man runs out of the woods to take her lines and tie them to stumps. Then the roustabouts, Indian, half breed, Kanuck, Italian and Irish swarm ashore over the gang planks, that are dropped into mud, marsh, sand or gravel as the case may be, and presently stock the holding space with fragrant logs that are fed to the avid furnace by the sweating firemen. At one place a young fellow comes down the river out of the forest and waves a rag at the boat, which immediately bumps into the bank and waits for him to announce his business. He is a wood-chopper and he says he wants to write to his best girl down at Little Dalles, and wants to know if the captain will take the letter. The captain says "Cer'nly," and the boat waits there while he indites a more or less fervid epistle, seals it, addresses it, runs up to his shack to get a piece of money for the stamp, delivers it and thanks the skipper for his courtesy. Nobody shows the least impatience. The roustabouts converse, or from inability to understand each other's language sit and stare at

each other; the Chinamen in the cabin unbosom himself to a white passenger on the subject of the laundry business and the anti-Chinese law in the States, and is more than suspected of an intention to get into Washington through the leak that exists somewhere on the border; the captain and the purser gaze tranquilly at the scenery and the passengers gossip, doze and smoke. It is all idyllic and it would not do for American waters. Occasionally during the wooding up process the men go ashore with guns, and echoing reports through the cool dark aisles of the forest announce that they have fired at something, but whatever it is they always miss it, unless it is a tree or the atmosphere.

As night comes down and the mystery of green and ruddy half lights gather over the water and the hills and the rivers take on an aspect of utter peace and you can imagine that on shore this would deepen into an almost frightening degree of loneliness. Fish dapple the surface of the river and little breezes mar its polish, but patches of calm, reflecting and darkness of the hills float on like rafts. Star beams glance along the ripples, like silver flaming torches waved by naiads down below, then the twilight dies and the river shores resolve themselves into silhouettes of blackness that may represent rocks near at hand or mountains far away, for all effect of recession and atmosphere has gone out of the picture, save when a misty glare shoots from the furnace door and shows the giant forest, ghostly. Half the passengers disembark at Robson, 165 miles below Revelstoke, to go over to the Kootenay country, and they loiter about the place for an hour waiting for the train. Robson consists of a wharf, a station and a boarding house. The railroad of which it is the terminus is a new one, following the Kootenay river to Kootenay lake, on whose shores great "strikes" of silver have recently been made, and trains were running twice a week. It is only twenty eight miles to the lake, but the train took three hours to run it, for the ballasting of the track had not been finished, and part of it had slid off into the woods, killing a Chinaman or two, so that the train proceeded cautiously, giving time enough to see the river. This stream is of exquisite beauty, deep zinniber green in color shoaling into beryl, fretted with rapids and broken by great water-falls that pitch over cliffs in masses of foam, then coiling in deep pools where fish are fond of hiding. Stony mountains rise from the water's edge and are thinly covered with evergreens, but since metal was found in the neighborhood prospectors have been going over the hills, and in order to bare the rock for observation have been recklessly burning off the woods. The crash and thunder of falling timber could be heard as the fires ate their way along the mountain sides, the noise being so sharp and quick at times that one would have declared it to be the report of a gun, while the smoke so completely drowned the landscape that the scenery of the lake, which is said to be especially fine, was lost. A lateral valley with a stream bursting out of a cave, a village or two of Chinese huddles of rag and canvas huts supported on wicker work—and three or four hunting stations built by the railroad company are seen before the train reaches the end of the

road at Nelson, a typical frontier town of about two hundred people, all of whom are anxious to talk silver to you and to remind you that their prices for corner lots are the same as in San Francisco. They neglect to mention that nobody is paying the price. Imagine paying \$5,000 for a lot where you are liable to find a bear overhauling your garbage barrel when you get up in the morning! But the Nelsonians are quite alive, and they have a mine in the Silver King that the owners refused \$1,200,000 for. The owners are half-breed, however, and as a lawyer and capitalist or two have succeeded in attaching themselves to the mine, it is believed in the town that if they succeed in keeping their clothes and overshoes they will be doing as well as could be expected.

C. M. S. in *Free Press*.

Discovery of Cariboo.

HOW THE GREAT GOLD COUNTRY WAS DISCOVERED BY SEARCHERS AFTER WEALTH.

Thos. Seward, of Lytton, is one of the pioneers of pioneers of British Columbia, and can tell very interesting tales of the great rush and excitement after gold in the early days. Mr. Seward can claim the honor of being one of the first discoverers of the Cariboo gold district, and his story of its discovery is very interesting. He came to British Columbia from the gold fields of California in 1858, his destination being Big Bar, which was then reported to be fabulously rich diggings. With a number of other miners, he formed a partnership, and left Victoria in June, 1858, in a canoe, loaded with sufficient provisions for a long stay in the undiscovered country. They passed up the Fraser to Yale, through the great canyons, and on to the Lillooet, taking the canoe all the way to the head of navigation on the latter river. Here it was necessary to pack the provisions forty miles to Big Bar, and the owners of the little pack train working between the two points charged 25 cents a pound for packing the goods through. Two packers preferred provisions to gold dust for their trouble, and a bargain was easily struck, Mr. Seward and his companions handed over 25 lbs of beans, 50 lbs of flour and 5 lbs of salt—value \$80.

The party prospected Big Bar thoroughly and made bare pay. Up to this time no one had penetrated the region now called Cariboo, and its hidden millions were not even dreamed of. The party left Big Bar, and, packing their provisions on their backs, prospected the country round about, but the best pay found was \$5 to \$6 per day per man. To men who were expecting to turn up thousands with the next shovelful of gravel, this was not worth bothering with. The party was now divided, one half being sent to Fort Alexander, a Hudson's Bay post, then in charge of Mr. McKenzie, now M.P.P. for Nanaimo district, to prospect the streams in that vicinity. The men returned shortly having found nothing, and so greatly discouraged that they broke up the partnership and left for Victoria. Mr. Seward and a man named J. S. Cunningham still had confidence in the country, formed a partnership and struck pay dirt which returned from \$6 to \$10 per day to each.

While they were working one day, a canoe passed up stream with three men in charge, one was drawing the canoe by a rope attached to it, the second was fending it off the rocks, and the third was steering. They passed on the opposite side of the stream to which Mr. Seward and his partner were working, and did not stop. These three men were the original discoverers of Cariboo, but who they were, where they came from, and what was their fate, has never been ascertained. Mr. Seward afterwards learned that these men went to Fort Alexander. While there an Indian came in and reported that gold was to be found in quantity in the river now known as Quesnelle. They proceeded up the forks of Quesnelle, left their canoe and penetrated the cariboo country. Since then no trace of them has ever been found. They may have been killed by the Indians, or starved to death. In those days the Indians were far from being friendly, and more than one venturesome miner lost his life at their hands. The theory that these men never returned to civilization, and must have met with an untimely death, is well sustained by the fact that none of them have ever turned up to lay claim to the honor of discovering the country out of which nearly \$60,000,000 in gold dust and nuggets have been taken.

A few days after those men passed up the river, Mr. Seward left the diggings and returned to Victoria, which was then little better than a Hudson's Bay post, with a population of only a few hundred. Cunningham returned to Big Bar and mined there for a time. Six weeks after Seward left Big Bar, word reached Victoria of a great strike of gold in the upper country. Shortly afterwards Cunningham abandoned work at Big Bar and returned to Victoria for the winter.

In the spring of 1859, Mr. Seward again crossed the gulf in the same canoe in which he had made the first trip up the Fraser, and proceeded to Port Douglas, at the Head of Harrison Lake. From there the party packed everything to Lillooet, and then to Fort Alexander. Here they met prospectors who said they had prospected the whole country in the vicinity of the Fort and had found nothing, and were returning disappointed.

Mr. Seward paid no attention to these reports, but, with his comrades, proceeded to the Forks of Quesnelle. Hauled up on the bank of the river was the identical canoe which had been taken up by the three men the previous season, and over whose fate a strange mystery still hangs. Here the party put down their rockers, and made \$6 per day to the man. They were without fresh meat, and one day a couple of the men said they would go out and kill something. On crossing the divide, they entered a stretch of country in which the cariboo abounded, and which fact has since given the name to the whole country. They killed one of these animals and furnished the camp with fresh meat. A few days afterwards Mr. Seward crossed the divide and was the first white man to visit what is now known as Grouse Creek. He, with Messrs. Keichly and Harvey, may be called the discoverers of Cariboo, though the honor properly belongs to the men who never returned.

Mr. Seward continued to work with his part-

ners in Cariboo till November 4th, when he started back to Victoria to spend the winter, and never returned to the country, leaving to the miners who followed the next and following years the untold millions of gold which were soon extracted from their hidden depths, and the discovery of which spread a gold fever that drew fully 20,000 miners and fortune seekers to the great Cariboo country. Mr. Seward purchased a piece of land near Lytton, in 1860, and here he has resided constantly ever since—a period of 31 years. He is a hale, hearty, and genial "old timer," well-to-do, and respected by all who know him.—*B. C. Exchange*.

A Grand Country.

THE DISTRICT BETWEEN THE HUDSON BAY AND WINNIPEG.

The following letter which appeared in the *Free Press* of February 27th, gives a remarkably clear idea of what the country to be traversed by the Hudson's Bay route is like:—
To the editor of the Free Press:—

SIR,—For many years I have been a strong believer in the feasibility of the Hudson's Bay railway as a short cut to the ocean and thus on to the large markets of the old world, but until this last summer had always thought of that big region east of the Saskatchewan river and between that and the possible harbor on the bay as barren and destitute of any of those requisites which go to make settlement a reality and the maintenance of population a fact, and this had been to me one of the difficulties in the way, that in building a road to the bay there would be the necessity of running through a section country from five to six hundred miles wide, which would make little or no return in help to the enterprise.

However, when down in that same district a few months since, I was agreeably surprised and delighted to find that it was not the barren desert I had supposed it to be, but, on the contrary, a delightful land; that there were hundreds of thousands of acres of arable land, rich in capability to produce, which was amply demonstrated by the rank vegetation and remarkable growth on every hand and by the gardens at the Hudson's Bay posts and mission stations, where we sampled the quality of the vegetables grown from this soil, of which we saw so much in our journey. The native fruits were not only abundant but of a fine quality. Raspberries, strawberries, gooseberries, currants and cranberries were everywhere to be found in rich profusion.

Had it not been for extensive forest fires the timber growth would have been a great help in the opening up of the country. As it is now, there are fine groves of this in the myriad islands, which dot the many lakes all through the country, and on the main land there is still considerable which would be useful for settlement purposes.

Another source of wealth is the superabundant supply of fish; large and small lakes, and all rivers and streams, which are almost infinite in number, are full of fish—whitefish, sturgeon, trout, pike, pickerel—are swarming everywhere.

Then the climate was a revelation—cold in winter, hot in summer; here we were from 400

to 700 miles north of Winnipeg, and yet the probabilities of summer frosts.

LESS THAN ON THE PLAINS,

the season shorter, but the growth quicker, and as we paddled and portaged and sailed for over a thousand miles north and west of Lake Winnipeg I looked for the reasons for such a climate and I believe I have found some of them: First, the altitude being so much lower than that of the Big Plains, thus the air remains denser and less liable to the rapid action of the cold; second, the very long period of sunlight, there being very little real night during the summer months; third, the abundance of living water, with this all-day sunshine, generated a warm evaporation, which continues its influence during the short night.

WATER POWER.

There is another feature which struck me forcibly and that is the many immense water powers that are in that north land. Not puny streams running sentimental little cascades, but mighty rivers, backed by great lakes, tumbling down rocky precipices with gigantic force. When I say that in a canoe trip of a little more than 1,000 miles, in order to avoid and surmount these immense water powers, we made seventy-seven portages, you will readily see how abundant they are.

As to appearances, the whole district is pleasant to behold, grand ranges of hills, beautifully banked and gently flowing rivers, island dotted lakes, rushing rapids and roaring falls. Constantly the scene is changing and the outlook fresh; every little while the noisy, rapid and louder falls give way to the gentle river and the limpid lakelet, and to the man philosophic enough to forget the mosquitos, the whole country is full of scenic beauty and nature's poetry.

To be thus so agreeably undeceived as to the nature of this portion of the H. B. route, was to me very pleasant indeed, for I do believe in this great Northwest, and for the reasons herein expressed am glad to find fresh cause for more confidence in our "glorious heritage."

JOHN McDUGALL.

Morley, Alberta, Feb. 24.

Fort William Trade.

President Geo. A. Graham, of the Fort William Board of Trade, in making the annual address before the yearly meeting of the board, gave some interesting statistics regarding the advantages of Fort William. He pointed out that during the season of 1891, the business of the C. P. R. at Fort William was as follows:

Freight received inward by lake, tons	55,245
Freight received inward by rail, tons	22,634
Freight shipped outward by rail exclusive of grain, tons	30,982
Freight shipped outward by rail, inclusive of grain, tons	319,823
Total tons	431,697
Grain received into elevators, bushels	5,423,378
Grain shipped from elevators, bushels	4,913,011
Coal received at docks, tons	119,252
The capacity of the coal docks is tons	100,000
Length of dockage, feet	4,068
Capacity of elevators and annex, bushels	3,750,000
Value of the C. P. R. buildings	\$1,210,000 00
Wages paid at Fort William during 1891	217,030 07
Passenger traffic receipts	24,570 00

Continuing, President Graham said: "From the above facts it will be seen that the trade of Fort William is extensive and the value of the improvements of the railway show the large interest which the company has in the future of the town. The improvements of the Canadian

Pacific Railway Co., are going steadily on. The most important at present is the large annex to elevator A, which is about completed. This immense grain house has a capacity of 1,250,000 bushels and will cost about a quarter of a million dollars. The elevators at present here are the most extensive of any in Canada and are fully equal to any on the continent. Elevator A, capacity, 1,200,000 bushels; elevator B, capacity, 1,300,000 bushels; annex to A, capacity, 1,250,000 bushels. Elevators A and B are both filled and there is every prospect of the annex being filled before the opening of navigation. The storage capacity is ample for the present crop but should the next crop approach the last yield, with the increased acreage expected, more elevators will undoubtedly be built."

Weather.

There is no feature of the Northwest, says the Edmonton *Bulletin*, that has such a terror for those who reside in other parts of the world as the winter weather. The land may be fertile and easily acquired, the summer may be pleasant and productive—but oh, the winter! How do you stand it? There is no doubt that the rule for the Northwest is cold weather in winter. That it is very cold at times, and that if proper precautions are not taken it is felt severely, and may easily be fatal. Without going into an argument to prove the now accepted fact that it is the severe and assured winter to which Manitoba and the Northwest owes its superior fertility and healthfulness over the more southern regions in the United States, it may not be out of place to mention that although the present has been an unusually cold and stormy winter in the eastern part of the Territories and Manitoba, it has been uniformly mild in this western part. There has been no cold winter weather at Edmonton this season, except for about ten days from the 6th to the 16th of January. Since that time the sky has been clear, the sun bright and warm and the air calm. The most perfect weather that can possibly be imagined, except that is taking away the sleighing. House building is going on under most favorable circumstances, and the weather in general is like—it is not like any weather enjoyed in any other country. It must be seen and felt to be appreciated. It is most nearly like Indian summer, but the ground is frozen and there is still enough snow for sleighing. Of course this is exceptional, but it is not infrequent, and when people in the east picture the Northwest as lying for six months in the year under a mantle of hard drifted snow, with the thermometer perpetually 40 below zero and a perpetual blizzard blowing, they will kindly except the Edmonton district from the scene.

The St. Lawrence in Early Days.

Adieu, then, for the present, fair Gaspesia, the genial haunt of the lobster, the herring and the cod! To our respected forefathers thou stood as a dismal, dreaded, untrodden land of fog and shipwreck,—a veritable *terra incognita*. Our Marine Department has exercised thy dangers, and with beacons, alarm guns and fog horns has successfully waged

war on thy merciless reefs and storm-swept coast. Steam has placed within our daily reach thy weird attractions,—all the charms of thy salmon pools! No trace exists at present, at the mouth of Gaspe Basin, of Jacques Cartier's patriotic emblem of discovery and possession,—the historic cross, thirty feet high, planted on the 24th July, 1534, "on which he hung a shield, emblazoned with the FLEUR DE LYS, and the inscription, VIVE LE ROI DE FRANCE; three hundred and twenty six years later, on the 12th August, 1860, another princely emblem was displayed there, from H.M.'s ship "Hero,"—the standard of Albert Edward of Wales, visiting his royal mother's transatlantic dominion. A few fishing smacks are now visible in the offing; two or three leave the shore offering for sale fresh mackerel and bank codfish; three hundred and fifty-seven years ago, in 1534, history tells that Domagaya and Tugnoagny, with their warlike father and chieftain, "clad in an old bearskin," rowed out from the beach to protest against Cartier's invasion of their domain. Promises, alas! never to be fulfilled, quieted their fears, and "a present of a small tin bell to each of a bevy of maidens so particularly delighted the hearts of those dusky belles that they fell upon Cartier, nearly smothering him with their caresses.—From "Historic Canadian Waterways by J. M. LEM-USE, in *The Dominion Illustrated Monthly for March*."

To Exchange Seed Grain.

The provincial Department of Agriculture has arranged for a system of grain exchange by which farmers throughout the country may secure a supply of seed wheat free of cost. Those who wish to take advantage of this arrangement will have to send in a quantity of wheat, the amount they require for sowing, and state from what part of the country they would like to procure a supply of seed and the department will forward to them by freight what they require. The grain will be received at and shipped from a warehouse in Winnipeg, which will be in charge of a competent man. The grain to be exchanged must be up to the standard called for by the Winnipeg grain exchange, and will have to pass the inspection of the Winnipeg grain inspector. The object of this exchange is to give the farmers an opportunity of procuring fresh and sound seed and to further the efforts now being made to eradicate the smut evil. Consignments of wheat sent under this arrangement will be carried free by the C.P.R., M. & N. W., and probably the N. P. and G. N. W. C., and should be addressed to the care of the department of agriculture, Winnipeg.

Buffalo, United States, has forty-five elevators, with capacity for 14,525,000 bushels.

The total shipments of wheat from Morden, Manitoba, up to ten days ago, amounted to 465,000 bushels.

Thos. Marks, of Port Arthur, has purchased the steamer *Cambria* for \$7,500. She will run next season between Port Arthur and Duluth.

The prospectus of a company to be known as the Vancouver Wine, Brewing and Malting Company, capital \$100,000, has been issued. It proposes a manufacturing, exporting and importing business.

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PUREST, STRONGEST, BEST.
 Ready for use in any quantity. For making Soap, Softening Water, Disinfecting, and a hundred other uses. A can equals 20 pounds Sal soda.
 Sold by All Grocers and Druggists.
E. W. GILLETT, Toronto.

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Sun Life Assurance Co. of Canada.

A Strong, Prosperous, Progressive Home Company.

Annual Income, about.....\$1,000,000
 Investments 8,000,000
 Insurance in force (Life) 20,000,000
 Insurance in force (Accident)..... 7,000,000

Money to Loan at Moderate Rates. Active Agents wanted at points not occupied.

Address
THOS. GILROY, Manager, Manitoba and N.W.T.
G. O. PALMER, Jr., Cashier.

JAS. COOPER **J. C. SMITH.**

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Lake of the Woods Milling Company

KEEWATIN.

Capacity 5,100 Barrels Daily. Elevator Capacity 750,000 Bushels.

Patent Hungarian and Strong Bakers' Flour

In Bags and Barrels made only from Manitoba Hard Wheat.

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 WINNIPEG, MAN.

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Fine Ales,
 Extra Porter

—AND—

Premium Lager.

Highest Cash Price Paid for Good
 Malting Barley.

Redwood Brewery

Winnipeg, Man.

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.

AN OFFER!

**The Colonist and Canada,
 \$1.50-FOR-\$1.50.**

We are pleased to be able to announce that arrangements have been made between "The Colonist" and that excellent New Brunswick magazine, "Canada" by which we are able to offer the two for \$1.50 a year. For advertisement of "Canada" see another column.

ADDRESS,—
 The Publisher of "THE COLONIST,"
 WINNIPEG, MAN.

"Now I Lay Me Down to Sleep"

The fire upon the hearth is low,
And there is stillness everywhere;
Like troubled spirits here and there
The firelight shadows fluttering go,
And as the shadows round me creep,
A childish treble breaks the gloom,
And softly from the further room
Comes: "Now I lay me down to sleep."

And, somehow, with that little prayer,
And that sweet treble in my ears,
My thought goes back to distant years,
And lingers with a dear one there.
And, as I hear the child's amen,
My mother's faith comes back to me:
Crouched at her side I seem to be,
And mother holds my hands again.

Oh, for an hour in that dear place!
Oh, for the peace of that dear time!
Oh, for that childish trust sublime!
Oh, for a glimpse of mother's face!
Yet, as the shadows round me creep,
I do not seem to be alone—
Sweet magic of that treble tone—
And "Now I lay me down to sleep."

—EUGENE FIELD.

The Land of Is-to-be.

In the horizon of our dreams
By the cooling, silvery streams,
Where the fancy ever seems
To be fixed immovably;
Through the misty veil of sorrow,
Through the dim uncertain to-morrow,
Our eyes are ever gazing
On the land of Is-to-be.

Far from scenes of strife and toil,
Far from haunts of mart and spoil,
Far from bustle, far from broil,
Lies the land of Is-to-be.
There the robin ever trills,
And the little liltin' rilla
Sing a song that ever fills
Our soul with sweetest melody.

There beneath the shady trees,
Fanned by summer's lulling breeze,
We shall cast the dregs and lees
Of life away.
And with loved ones' hands in ours,
We shall pass the sunny hours,
Wandering 'mong the scented flowers
That bloom for aye.

Oh, land of Is-to-be!
Oh, land of mystery!
Land of peace and harmony,
Shall we ever reach thy shore?
Only when the purple haze
Gathers round us like a maze,
In the evening of our days,
Will we rest there evermore.

—JOHN N. HILLIARD.

The Dominion Illustrated Monthly for March, 1892.

The second number of the new national magazine, *The Dominion Illustrated Monthly*, has reached us, and we are glad to note that its contents are fully up to the mark of the February number, and in some respects show a decided improvement. Professor Charles G. D. Roberts continues his fascinating story of Acadia, "The Raid from Beausejour," a tale which grows steadily in interest. "From Canada to St. Helena," is a very amusing paper, describing the travels of Mr. McCoek, a Montreal journalist, in search of health, first to England, then to Wales, finally bringing up at the historic island of St. Helena; views are given of the most interesting and striking buildings on the island. A poem by George Martin the talented author of "Marguerite" follows, entitled, "To My Canary Bird," and is one of the most beautiful "waifs and strays" we have seen for some time. "Deacon Snider and the Circus" is a humorous story by one of our most powerful writers, William Wilfrid Campbell, of Ottawa, and shows that in prose Mr. Campbell is no less proficient than in verse. Another story, brilliantly told, is "When Bill Came Down," a dramatic sketch of British Columbia

life. Dr. Wolfred Nelson, who accompanied the Hon. Adam Brown, Canadian Commissioner to Jamaica, gives an interesting account of his trip in "Jamaica Vistas," illustrated from photos taken by Dr. Nelson *en passant*. To historical subjects attention is given in Mr. J. M. LeMoine's "The St. Lawrence," in which many very interesting incidents are told of early life on the shores of our great river. A new feature appears this month in "Scraps and Snaps," by F. Blake Croften, of Halifax, comprising a clever series of short, humorous items. Portraits of the new Quebec Cabinet are given with a brief but comprehensive sketch of the life of each of the ministers; the article will be of much general interest in view of the coming elections. Sportsmen will greatly enjoy Mr. Hedley's paper on "Curling in Canada," the first instalment of which appears in this issue; it is told in an unusually bright and interesting manner, and will do much to assist in rendering more popular one of the best of our winter games. The number closes with a pleasant story for young people by Samuel M. Baylis, called "How Jack Won His Snowshoes,"—a little sketch that will come home to many a Canadian school-boy. The publishers this month have been unusually generous with supplements, two good-sized pictures having been given; one is a handsome coloured print, "Indolence," from Paton Commere's painting, the other a re-production of Sir George Harvey's great curling picture—probably the best of all engravings of the subject. The magazine deserves the support of all Canadians, and is the best literary value for \$1.50 a year we have ever seen. It is published by the Sabiston Litho. & Publishing Company, Montreal and Toronto.

The March Cosmopolitan.

Elizabeth Bisland who recently married a wealthy New York lawyer, opens the March number of the *Cosmopolitan* with an article on the Cologne Cathedral beautifully illustrated from photographs. Adam Badeau, the ex-Consul General to London, contributes some personal reminiscences of one of the grand dames of England at whose house he was an habituary, under the title of "Strawberry Hill and the Countess Waldergrave," and gives the later history of the favorite residence of Horace Walpole and its distinguished owner. Strawberry Hill during the regime of the Countess Waldergrave, was the resort of the cream of English society, and Gen. Badeau's article is full of interesting personal anecdotes and observations on the manner and customs of what is called society in England. Mr. Herbert of Muckross, ex Guardsman, ex bon vivant, and friend of Royalty, contributes a paper on his life when an officer of the guards, giving incidentally much information on the customs of the crack English regiment of a quarter of a century ago. M. H. de Young, Commissioner of the World's Fair from California, has a most interesting article on expositions, sketching the history of their rise and progressive development, and proving as far as bald statistics can, that the Chicago Fair will surpass all preceding ones. The illustrations accompanying this article are from the pen of Harry Fonn and

adequately display to the readers the architectural glories of the Fair buildings. Patience Stapleton's story, "The Trailing Yew," is concluded, and Oscar Fay Adams appears with a delightfully amusing and satirical sketch entitled "An Archbishop's Unguarded Moment." Mrs. Sea's Mexican study is a gem of crystallized observation and color. Charles E. L. Wingate gives one of his careful and pleasant studies of the history of the state in "Fair Imogen upon the Stage." The other papers in this number, are "A Night with a Leopard," a serio-comic adventure in Ceylon; "Political Cartoons of Tanniel," the great cartoonist of *Punch*; and a paper by the Editor on the problem of "Aerial Navigation," which the *Cosmopolitan* has set itself to solve if it can. The departments are continued by Dr. Hale and Brander Matthews.

The Immigration Outlook.

FROM ONTARIO.

Premier Greenway arrived home on Saturday, February 20th, from Ontario, where he had gone to make a personal inspection of the work being done by the various immigration agencies of the Manitoba Government. He states that the emigration from Ontario to Manitoba this year will be large. Enquiries from farmers regarding this country were never so numerous as they have been this winter, and from the nature of the enquiries and from information gathered otherwise for the first it is known that a very large number of first class farmers have decided to seek new homes on the prairies, and are now preparing to make the change. The Manitoba emigration office in Toronto is besieged daily by farmers from districts adjacent to that city and one man's whole time is occupied in giving them information. The attention at present being given in the Northwest among the agricultural classes throughout the east has not been equalled since the first rush to the country ten years ago, and there is a prospect of this renewed interest resulting in very great benefit to the country in the way of bringing large additions to the population. Next month the C. P. R. will begin running weekly excursion trains for the accommodation of emigrants and will maintain them throughout the season, and if necessary will increase the service.

FROM NEBRASKA.

Reports from Mr. H. Smith, who has been laboring for the past two or three months in the interests of Manitoba, state that there is a strong desire among the agricultural classes of that State to know more about this country.

FROM QUEBEC.

Prince Albert's prospects for a big influx of new settlers this season are growing brighter and better every day. Pere Blais, an energetic young priest of this diocese, is now working in the lower provinces in the interests of immigration to that district, and word has been received from him that he will reach there early in April with a large party of French-Canadians from Quebec and parts of the eastern States, who will become permanent and desirable settlers. Enquiries are being received by Prince Albert people from many parts of Europe, Eastern Canada and the United States, asking information regarding that favored district. There will soon be plenty of work

for the immigration agent and assistants of Dominion Government.

FROM ENGLAND.

A special cable to the Montreal Star from London, England, says emigration prospects are most hopeful. The steamship companies say that all their booking agents report well. The Canadian Pacific exhibit car has done good work in the southeast of England. Hazlett leaves in March with 100 families for the Northwest. The car's visit to Essex awakened keen interest among Scotch farmers who emigrated there last year. One farmer holding 1,000 acres is leaving for Canada as a delegate, and if his report is favorable many will follow. One hundred and fifty foreign emigrants leave on the Mongolian to-morrow and a large number are booked by following steamers. All will take up land on their arrival in the Northwest.

Literary Notes.

The March number of THE MANITOBA is just out. Among the most important of the contributed articles in this number is one headed "A Hudson's Bay Railway," by a well-known writer. A private of the force gives an excellent article on "The Dawson Route Military Expedition," and Archer Martin, a criticism of Julian Ralph's article "Skin for Skin," which appeared in Harper's Magazine. Dr. Bryce is also represented by "The History of a Well-known Family." A checker department is among the new features.

Mrs. Gladstone's first article in the series of "Hints from a Mother's Life," which she has written for "The Ladies Home Journal," will be printed in the April issue of that periodical.

J. M. Lamoine, Esq., F.R.S.C., contributes an interesting reminiscence of Chief Justice Sewell, of Quebec, to the March number of Canada.

The edition of Grip of February 27th was a notably good one. Some of the cartoons were splendidly executed.

We have received from the publishers the 1st No. of Vol IV of The Canadian Poultry Journal and Pigeon fancier, issued semi monthly at Beeton, Ont. The Journal is neatly gotten up, and illustrated with a splendid frontispiece. The reading matter is of vital interest to all keepers of poultry, and especially to the farmer whose "hens don't pay." To those desirous of obtaining practical information in reference to poultry, no better investment can be made, we think, than a dollar spent in a subscription to The Canadian Poultry Journal. Send stamp for sample copy.

Hecit mon! Hae ye no read the Epistles o Airlie? Whaur has ye been levin gin ye hae na heard tell o' Hugh Airlie: Ma conscience, but its a graun' buik—so that lairge ye ken, for it's no but 25 cents, but fa o' hamely cracks an' pawky screeds about ane thing an' anither in guid braid Scotch. Mon, when I got thon buik I jist lauched till I thoent a wad dee. It fairly dings them a'. It tell a' about the adventures o' a chiel new tai the ways o' the kintra an' mony a ane wha has been in the varra same predeccament will ken hoo tae sympathize wi the puir, birkie. Dinna fail tae speer at yer buik seller for the "Epistles o Airlie," an' gin

he has na got it sen' 25 cents tae the Grip Printing & Publishing Co., Toronto.

Territorial.

A number of Mormons from Utah, are prospecting in Lethbridge district, Alberta, with a view to settling there.

A fine cabinet of grains from the Calgary district has been placed in the C. P. R. immigration office at Winnipeg.

Eleven hundred bushels of best oats were recently shipped from Assiniboia district to Liverpool, England, in one lot.

A Calgary report of March 5th said, that seeding had been commenced on the Canadian Agricultural Company's farm near there.

A pair of elk horns from the Red Deer country, Alberta, measuring fully four feet from tip to tip were recently presented to a Toronto gentleman.

The mill of the Richelieu French Coffee company at Millwood, Assa., is turning out 2,000 lbs. a day. The product of this mill is said to be of excellent quality.

The Minister of the Interior has recommended the opening of a post office at Ferndale, in Eastern Assiniboia, and the appointment of A. M. Walker, as postmaster.

One hundred and twenty-five applications for licenses have been received by the Northwest Government. The revenue from this source this year will amount to over \$30,000.

The Dakota farmers who settled in Prince Albert district last fall are loud in their praises of the winter weather as they have experienced it. They say it is far more pleasant than a Dakota winter.

The Moosomin Board of Trade are pursuing an active immigration policy this year. Arrangements have been made to have an illustrated write-up of the town appear in one of the Winnipeg monthlies, and also to have printed and distributed 5,000 pamphlets.

It is an interesting fact that the registration of births in the Calgary district has reached the handsome number of over 1,000. The exact number, we understand, is to-day 1,001. We believe this is a larger number than any other district can show. The births have been coming in to the registrar very rapidly of late. —Calgary Herald.

Dr. Pinkham, Anglican bishop of Saskatchewan and Calgary, had an interview with Mr. Dewdney in Ottawa, on Saturday, Feb. 27th, in reference to educational matters. The bishop desires the establishment of a new industrial school at Prince Albert in which the children of the Indians upon the reserves at Stanley Pass, Grand Rapids and other settlements in the vicinity may be admitted. He also asks that a new school may be started at Calgary to accommodate the children of the Blackfeet, Blood, Piegan and Sarcee reserves. The schools started when he was installed some four years since have been so successful in their operation that the people in the west are fully in sympathy with his desire for further educational facilities.

United States veterans in Manitoba will likely hold a camp fire reunion during the Winnipeg exhibition week.

Post Office Changes.

The following post office changes in Manitoba went into effect on March 1st:

Arizona, N.E. § 9, 10, 12 west, Marquette county; Robt. Parkinson, postmaster.

Elm River, 33, 10, 5 west, Marquette county; Thos. Wark, postmaster.

Gilbert Plains, 29, 24, 22 west, Marquette county; Samuel Mitchell, postmaster.

Lauder, 17, 5, 24, west, Selkirk county; George E. Moore, postmaster.

Treesbank, 5, 8, 16, west, Selkirk county; James W. Erratt, postmaster.

The following offices have been closed. Haveland, county Selkirk, Man.; Mosquito Creek, Alta.; Millford, Man.; and Perley, Assa.

The following new postmasters have been appointed:

Forest Farm—Robert Munn, vice J. Buchanan, resigned.

Loretto—Miss M. Prince, vice E. J. Prince, resigned.

Oakville—W. N. Wallace, vice H. M. Bannerman, deceased.

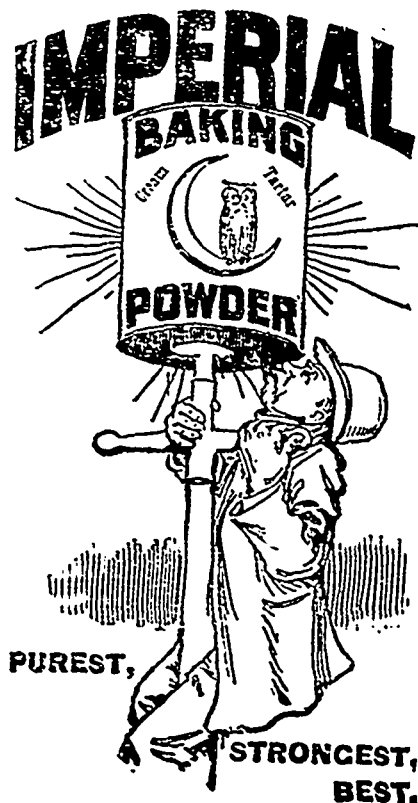
Parkdale—F. Fulsher, vice James Park, resigned.

Petrel—Thos. Elliott, vice Geo. Armstrong, resigned.

Ralphtown—W. J. Helliwell, vice Mrs. E. Orr, resigned.

Santaluta—Mrs. E. Rowe, vice J. R. Carphin, resigned.

A large and fast passenger steamer has been purchased by a Port Arthur syndicate to ply between that town and Duluth. Tri-weekly trips will be made connecting at Port Arthur with the Canadian Pacific Company's trains and steamships and at Duluth with the American railway systems.



From Winnipeg to the Coast.

To the Editor of the Colonist.

DEAR SIR,—Agreeable to a promise given you some time ago, I will endeavor to say a few words about a flying visit to the coast. As observations taken in such hurried transit are but superficial, too much weight must not be placed upon the correctness of the ideas conveyed. It was "a cold day" when we began the journey, but a far more Arctic morning when we peeped out on Regina, with the frost hanging like a shroud over the town. And as we ventured out on the platform and felt our nose tingle, we did entertain for the Mounted Policemen on duty our warmest sympathy, and our outing for that day was short. After leaving the Royal city of the plains, we passed the time of a slowly dawning January morning watching the screams of light that promised the sunrise, and that whole day was taken up in crossing, for the most part an uninhabited prairie of rolling land with no trees, and the sun set as he rose glittering across the great wide stretch of country, home of the coyote and antelope. Our arrival at Medicine Hat was also an introduction to a warmer climate, with but little snow. Nestling among the banks of the South Saskatchewan, with coal, natural gas and a fine climate, this ought to become a fine town. From this place to Calgary the run is made in the night, but a glance at our Canadian Denver in a bright moonlight gives an observer an idea of prosperity and solidity while the general talk of those who visit or do business there confirms the impression that a splendid future is in store for the capital of Alberta.

Being born among mountains and having dreamed and longed for a sight of the "Rockies," the scene of so many blood curdling tales and hair-breadth escapes, perused in early youth, one may imagine the feelings that were on the strain for a first glance of "the mountains." But we were doomed to disappointment, as the morning mist enshrouded them, and we were fairly at Canmore before their great, massive proportions were first displayed. A couple of days at this point prepared the mind for grander scenery and greater peaks, but we think it is also due to say something of this divisional point. Canmore is in a level (Bow River) valley of about 3 miles wide shut in, of course, (seemingly) by mountains, the peaks of some rising six and seven thousand feet high. The principal ones being a rocky mass with three tops called the three sisters. Our first introduction to these maidens of antiquity was at the unseemly hour of five-thirty a.m. And they were modestly garmented in their early morning attire, but, as our acquaintance ripened, they gradually emerged in their stateliness. I can hardly apply the term "beauty," and I will thoughtfully refrain from using "rugged" in this one instance.

The most stately sister, who, presumably might be the oldest, and certainly the most angular was also the most reticent, but, at last, even her bald—beg pardon—her snowy head appeared cleaving the very sky. Canmore is quite a mountain town, with definite mountain habits, Chinese cooks, strange oaths and poker. Two mining camps, the Cochrane and Anthracite mines, supply about a hundred and fifty men with labor and the C.P.R. with coal.

Some big hearted fellows work in coal mines, the danger that all are liable to seems to make a fellowship peculiar to themselves. "How much do I owe you Aleck," said one to another, "I am leaving and want to square up." "Ten dollars," said the person addressed, but the fact was over twelve. "Well, here is a twenty dollar bill, take it, you were good to me when I required assistance, now I have lots. Good bye, old chap." One seldom finds this happen outside the rugged honesty of the mountaineers.

At Banff a visit was made to the cave and pool. Warm sulphur water bubbling up out of the base of a sulphur mountain. At several points close together the water has a different temperature. The weather still continued beautiful and rather mild at this altitude, over four thousand feet above sea level. After leaving this beautiful park, the train, for the whole day, speeds its way through passes and gorges, by rushing torrents and cloud-capped mountains, some of them rising a sheer precipice a mile and a half above the cars. At 8.50 we reached the summit or great divide of the Rockies, where the waters flow east and west, and here our ordinary engine is replaced by a consolidated or "Mogul," to take the train down the big grade, a fall of eleven hundred feet in seven miles. Three safety switches, at which three careful men stand ready on a signal to switch the train out of danger. But so well managed is this as everything in connection with the Canadian Pacific railway, that no accident has yet taken place, and at 9.30 the hungry passengers made their way through a big wind and bigger snow drifts, to the beautiful and picturesque C.P.R. hotel at "Field," where a fine breakfast awaited them. We do not mean to stop to describe all that is seen by the observant tourist, nor can it be done. The train winding about will turn the ideas upside down, but the glacier must be mentioned. This is one of the points on the line that is best worth a visit. We saw more snow and ice here in half an hour than it has been our lot to see in all our past life or likely will in the aggregate of past and future life on this planet. It is impossible to describe a glacier, a photograph will tell more than a volume. Blue as the varying blue of heaven, intense as the frost and moisture of centuries combined, and grand as the hills, there is the power that transforms the arctic to a temperate or even a torrid zone. Near this spot are some of the great peaks of the Sellkirk Range, and the home of the grizzly bear. But the bell rings and "on time," despite six feet of indicated snow on the level, the train proceeds, and soon winding round and round on the loop, (a seven mile run for one of progress), we are traversing a perfect panorama. Peak above and beyond, peak as far as the eye can see, in all directions. And we are fain to give our neck a rest, as the exercise of squinting up from a car window has made it stiff. At 5 p.m. we strike the Columbia for the second time, a grand river now, and fully a quarter of a mile wide, with a deep current, and filled at this season with huge floats of ice. After leaving Revelstoke, a fine run of five hours, brings us to Kamloops, a thriving British Columbia town of over 2,000 inhabitants. Darkness having set in, we turn

in, too, wondering at all we have seen, nature wonders in gorge, mountains and rivers, and man's achievement in overcoming almost insuperable difficulties, and the narrowness of mind gave way, the scope of admiration enlarged 'till in some measure, like Byron, we must say,

"Its grandeur overwhelms you not, and why?
It is not lessened, but thy mind,
Expanded by the genius of the spot,
Has grown colossal."

A night spent on the Thompson Canyon, we think, is better than travelling by day, as it enables the traveller to witness some of the most wonderful engineering work by day-light on the Fraser. We "struck" Lytton very early in the morning, where the Thompson and Fraser rivers join their fortunes together, and still threading its way along the bank and a couple of hundred feet above runs the railway. North Bend is reached for an early breakfast, to nerve the timid for the next twenty-seven miles. This, to me, was the most interesting part of the journey, and we hurried from a fine breakfast, through a British Columbia rain—that does not wet you—if you are encased in rubber—to the cosy car, and prepared ourselves to be astonished. To merely say we were astonished would not do, we were astounded. This part of the trip is almost cut into the side of the rock, like a shelf, with tunnels and tressels and occasionally a bracket for support, and as we look away up at the dark rocky masses of mountains and then down to the roaring, foaming torrent beneath, and feel the motion of spring in the car, it feels like floating in the air. Across the river can plainly be seen the old Cariboo trail, now down a few hundred feet from the stream, and again winding like a loop thread over a thousand feet up the mountain side and veritably "with only room for one." When we think of the ease and comfort of modern travel as compared with the hardships, trials, difficulties and dangers of thirty years ago, it is a wonder that grumbling and discontent does not do a natural death, but it doesn't. "Dissatisfaction thrives amid luxuriance." But to our tale. We were beginning to think we had enough of the Fraser canyon, when the train arrived at Yale, old-fashioned Yale, moss-grown and soggy with moisture but beautifully situated in a pocket of mountains. The run from here to Vancouver was through country that in time will be cultivated and lots of it will bear fine fruit. Near Nicomen we spied the hoary head of Mount Baker over in the States, to whom it belongs but I guess we Canadians enjoy it as much as our cousins across the line. This grand peak was seldom out of sight, when it was clear, during our brief stay on the coast. He overlooks everything for over a hundred miles on all sides. My modesty and natural love of the truth keeps me within the mark in putting at that distance. As our next stopping place is the youthful but overgrown city of Vancouver and we have drawn this letter out longer than your patient readers will appreciate, we will close, trusting to have the privilege of giving you another on our ideas of the coast itself.

C. N. M.

McNulty Bros general merchants, are moving their stock & Anthracite, Alberta, to Canmore, where they will concentrate their business.

In the Interests of Manitoba.

The following report from the *Daily Telegraph* of the proceedings at a meeting held in Sheffield, England, on January 28th, at which Mr. McMillan spoke will prove interesting:

A lecture on "The Golden Fields of Western Canada; their resources and prospects," was given in the Wostenholm hall, last night, by Mr. A. J. McMillan, of Liverpool, one of the British agents for the Manitoba Government. The chair was occupied by Colonel Howard Vincent, C. B., M. P., who was supported on the platform by the Mayor (Ald. Gamble), Mr. J. N. Coombe, Mr. C. F. Bennett, Mr. T. Clark and others. There was a large attendance, the hall being crowded.

The chairman, in commencing the proceedings, said that the reason he had taken the chair that evening was because the other day he was through the district which the lecturer was that evening going to deal with. Mr. McMillan was representing in England the Provincial Government of Manitoba; he had been sent here in order to furnish the necessary information to intending emigrants. None of them were desirous that anybody should leave this country who was happy and comfortable; but there was a vast stream of emigrants always going from the country, and he and others were extremely anxious to get those people, as far as possible, to go to the great lands over the sea which are under the British flag rather than to foreign countries. In the ten years from 1881 to 1890 inclusive, no less than 2,600,000 persons of British origin left the United Kingdom. Of these 297,000 went to Canada, 370,000 went to Australasia, and 1,800,000 to the United States. The latter went to a foreign country, had to take up a foreign nationality disavowing any further allegiance to our Queen. If it was found that the same opportunity of progress existed in the far-off lands of Great Britain as in the United States many of these people would still remain under the British flag. (Hear, hear.) He was desirous that this should be done, because it was ascertained beyond dispute that emigrants who went to the British possessions were better customers for British goods—for Sheffield goods—than if they went to a foreign country. (Applause.) This could be proved by figures. Canada and Newfoundland bought British products at the rate of £1 8s 9d per head; the West Indies at the rate of £2 11s 5d per head; South Africa at the rate of £4 11s 9d per head; India and the Eastern Possessions (numbering as they knew upwards of 230,000,000 subjects), at the rate of £6 per head. How different were these figures compared with the figures referring to the United States. The latter only took British products at the rate of 10s 3d per head; France, 8s 8d per head; Germany, 8s 3d per head; Russia, 1s 3d per head; and Austria, 8d per head. He would like to tell them that he and Mrs. Vincent went through a sea of ripe golden corn seventy miles long by fifty miles wide. From this they would see what enormous attractions and capabilities were possessed by Canada for supplying the mother country with food. (Cheers.) Canada was only partially peopled, and wanted developing. The official report stated that in the Mackenzie basin there were no less than 316,000 square miles of land suitable for cultivation, and hundreds and hundreds of miles of land which,

when ploughed, would produce the finest Manitoban wheat. All that was wanted was that Great Britain would send capital for the development of this land and people to work it. (Cheers.) In conclusion the chairman stated that he had received letters, regretting their inability to attend, from Sir William Leng and Mr. R. E. Leader.

Mr. McMillan said that no district had played so great a part in the development of Canada as had Manitoba. Twenty years ago this province was comparatively unknown, but to-day it was advancing by leaps and bounds. It had a population of something like 170,000, and though 12 years ago there were no railways within its borders, to-day it had 1,500 miles within the province. There were some 60 schools in the country, education was free, and an eighteenth of all the land in the country was set aside for the endowment of educational institutions. (Hear, hear.) Agriculture was the principal industry, though there were some manufactures. So long, however, as England had Western Canada to rely upon for wheat there need be no fear for the future. He hoped the day was not far distant when England would get a great deal of bread and meat supplies from that part of the world. To accomplish this end the government of Manitoba and other western provinces required the surplus men and women of this land. To every man over 18 year of age a free gift of 160 acres of land, all ready for the plough, was made. The very best land in the province could be purchased at £1 per acre, ten years being allowed for payment. Manitoba wheat commanded a higher price in British markets than any other. Laborers were in great demand, and received £4 to £5 per month, with board and lodging. For women with any knowledge of domestic work there was a splendid opening; situations were plentiful, and, what was more, husbands awaited them also. (Laughter and cheers.) The lecturer proceeded to describe the advances made by Winnipeg, Brandon and other places. In conclusion he invited in all confidence, British men and women to devote more attention to colonial matters. It was important that they should do so from a commercial standpoint, and it was imperative from a national standpoint. (Cheers.)

The remarks of Mr. McMillan were illustrated by numerous beautiful views thrown on a screen by the aid of a powerful lantern.

At the conclusion of the lecture a vote of thanks was tendered to Mr. McMillan and to the chairman.

Alberta in England.

Rev. John Maclean, who is in England in the interests of emigration to Assiniboia, gave the following to an English newspaper in a recent letter:

"Now let me say something about Alberta. Its development during the past decade has been unequalled probably in the history of the whole Canadian Northwest. I went there in 1880, and that was long before there were any cattle ranches in the country. There were a few hundred cattle at Morley, near the Stoney Indians' reserve, and a few at High River. Late in the autumn of 1881 Senator Cochrane, Captain Winder, and others gave public sup-

port to the adoption of the leasing system. A meeting was held at Bismarck, in Dakota, and a kind of company organized to secure leases from the Government. That was the beginning of the cattle-raising industry of Alberta. Now Southern Alberta may be called the great cattle raising district of Canada, and almost of all North America. Its adaptability to the industry arises from two things. There is first an abundance of natural nutritious grasses. The bunch, or buffalo grass, grows in tufts, and cures itself like the best English hay. It does not freeze and dry up in winter, and therefore yields a food for cattle superior to the best cured hay. You cannot compare your ordinary English hay to it; at least, the hay I have seen going through your streets seems, for the most part, very poor stuff. Then, in the second place, we have the Chinook winds in Alberta. In the winter time when the snow falls it does not pack, and when these winds blow the snow is carried off the prairie and thrown into the coulees and river valleys, leaving the grass clear. Cattle cannot paw the snow like horses can, and if the snow were to pack, as it does in many parts of North America, the cattle could not thrive in the open air in the winter months as they do with us. Besides this, these warm Chinook winds come through the mountains and melt the snow, leaving the prairie uncovered and the coulees supplied with water.

Mr. John Kean, now of Lethbridge, formerly of the Mountain Mill, Pincher Creek, found no fewer than 100 different varieties of prairie grasses within an area of 109 square yards. It was the abundance of these prairie grasses, and especially the abundance of the short bunch grass, that led the district to be called the Buffalo Country—a name you will still see on old maps, and now that the buffaloes have disappeared cattle have taken their place. Many regions are, however, well adapted to mixed farming, and the whole district will in time be the home of many thousands of thriving general farmers."

A Second St. Clair Tunnel.

The St. Clair Tunnel Company has purchased considerable property immediately adjacent to the site of the present international tunnel at Sarnia, and, it is said, will begin operations for the construction of another tunnel within sixty days. The contemplated underground passage will be similar to the present one without the deep excavations at either of the approaches. It is plainly evident that the boring can be more rapidly accomplished and with less expenditure of money than has marked their previous undertaking. The new tunnel will be used for the westward traffic, while the old will be utilized for eastward business. It is anticipated that the new passage will be completed inside of twelve months. The new tunnel will be located 150 feet north of the present one.

The Esquimaux & Nanaimo Railway Co. is building a new steamer to ply between Victoria and Comox. She is 150 feet keel and 30 feet beam and will be finished about the 1st of April. Her machinery was built at the Albion Iron works.

The Comfort of the Field.

What wouldst thou have for easement after grief,
When the rude world hath used thee with despite,
And care sits at thy elbow day and night,
Fleeting thy pleasures like a subtle thief?
To me, when life besets me in such wise,
'Tis sweet to break forth, to drop the chain,
And grasp the freedom of this pleasant earth,
To roam in holliness and sober mirth
Through summer airs and summer lands, and drain
The comfort of wide fields unto tired eyes.

By hills and waters, farms and solitudes,
To wander by the way with wilful feet,
Through felled valleys wide with yellowing wheat,
Along gray roads that run between deep woods,
Murmurous and cool; through hallowed slopes of pine,
Where the long daylight dreams unperceived, unstirred,
And only the rich-throated thrush is heard;
By lonely forest brooks that froth and slung
In bouldered crannies, buried in the hills,
By broken beaches tangled with wild vine
And log-strewn rivers murmurous with mills.

In upland pastures, sown with gold, and sweet
With the keen perfume of the ripening grass,
Where wings of birds and filmy shadows pass,
Spread thick as stars with shining marguerite;
To hunt old fences overgrown with briar,
Muffled in vines and hawthornes and wild cherries,
Rank poisonous ivies, red bunched alder-berries,
And wild blossoms to the heart's desire,
Gray mullein lowering into yellow bloom,
Pink tasselled milk weed breathing dense perfume
And swarthy vervain, tipped with violet fire.

To feast on summer sounds; the jolted wain,
The thrasher humming from the farm near by,
The prattling cricket's intermittent cry,
The locust's rattle from the sultry lanes;
Or in the shadow of some oaken spray
To watch as through a mist of light and dreams
The far off hay stels, where the dusty teams
Drive round and round the leeseing squares of hay,
And hear upon the wind, now loud, now low,
With drowsy cadence, half a summer's day,
The clatter of the reapers come and go.

To hear at eve the beating of far flocks,
The mud-hen's whistle from the marsh at morn;
To skirt with deafened ears and brain o'erborne
Some foam filled rapid charging down its rocks
With iron roar of water far away
Across wide-voiced meres, passive with noon,
To hear the querulous outcry of the loon;
To lie among deep rocks, and watch all day
On liquid heights the snowy clouds melt by;
Or hear from wood-capped mountain brows the jay
Pierce the bright morning with its jibing cry.

Far violet hills, horizons filmed with showers,
The murmur of cool streams, the forest's gloom,
The voices of the breathing grass, the hum
Of ancient gardens overbanked with flowers;
Thus, with a smile as golden as the dawn,
And cool, fair finger radiantly divine,
The night's mother brings us in her hand,
For all tired eyes and foreheads pinched and wan,
Her restful cup, her beaker of bright wine,
Drink and be filled, and ye shall understand.

—ARCHIBALD LAMPRAN,

In February Scribner's.

Shooting and Fishing in Northwest-
ern Canada.

Parker Gilmore ("Ubique") contributed an article on the above mentioned subject to *Land and Water*, recently from which we extract the following:

"The Canadian Pacific rail system comprises some six thousand miles, which include the great trans-continental line from ocean to ocean (three thousand miles), and an extensive system of branch lines which penetrate the very cream of the famous sporting districts of Canada, and render accessible vast natural game preserves and countless trout and bass waters, which prior to its completion, were known to and traversed but by the native redskins and the daring pioneers of barter. Consequently, in these romantic wilds, game is still as plentiful as when the first rifle shot woke the echoes of their magnificent forests. The chief haunts of the moose and the caribou are now as easy of reach as are the streams of the St. Lawrence, in which trout are found in rich plenty. Nor is it necessary to undertake a long journey to reach this attractive region. The opening of the Canadian Pacific Railway 'short line' from

Montreal to the Maritime Provinces renders it easy of excess, and the traveller who makes Montreal his initial point for this trip will find solid comfort all the way, and only a short run by rail before the Mecca of his pilgrimage is gained.

"At one time," proceeded the writer, "I spent year after year in the wilds of Canada, or the countries adjoining for the purpose of making similar collections; and unless a blizzard was blowing or the country was shrouded in a snow-storm, I passed day after day in pursuit of moose, caribou or other game whose footprints in the snow betrayed their presence. In early autumn the climate is delightful in the highlands, and with the necessary accessories, camping-out may be made most enjoyable. A fly-rod should, of course, be taken, for on all the numerous lakes and rivers trout of various species abound. Indeed, the Kootenay District of British Columbia claims to be unsurpassed as a fishing resort by any other part of the Dominion."

While speaking in detail of the different game to be found in the Mountains and North-West generally, the writer treats thus of infelicitous game laws:—"It is to be regretted that so many of these beautiful creatures (the Virginian deer) are annually destroyed by driving them into lakes or rivers, where they are overtaken by the butchers in canoes or boats, and as the country gets further settled doubtless more stringent laws will be enacted and enforced to prevent such unsportsmanlike conduct. Even the United States—intensely democratic as it is—has found the necessity of such a stop, and game laws have been established in the Great Republic, the stringency and severity of which must open the eyes and give indigestion to some of our frothy-mouthed demagogues! By such legislation, and that alone, have Virginian deer been saved from extermination in the far-famed Adirondack wilds, and in the picturesque Alleghany Mountains. To advocate game laws in the United States was a bold and hazardous step for a politician to take, but the Hon Robert B. Roosevelt, late United States Minister at the Hague, was equal to the occasion, and for his good work deserves the thanks of every gentleman and sportsman on either side of the Atlantic. I am aware that game laws exist in the Dominion, but I also know that in many parts of the outlying districts they are a dead letter. This ought not to be. Suffice it to say that such lukewarmness of present legislators and men in office will most assuredly be condemned by future generations."

"The only legitimate, or, rather sportsman-like manner of killing moose is to stalk them, but although I have had a great deal of practice in this kind of woodcraft I find that the assistance of Indians is requisite to success. To shoot moose when they have yarded and a heavy crust is on the snow is butchery, for the poor creatures have not the shadow of a chance to escape. Moose calling during the rutting season is almost as reprehensible. I regret to say that I have participated in it, but fortunately laws have been enacted, and I trust are strictly enforced, forbidding this and the previously mentioned means of slaughter. It is satisfactory to add that moose of late years have been increasing. It would truly be a sad day for Canada when its glorious woods had ceased to shelter this mammoth beast."

With the lynx, racoon, and other smaller game the article does not deal. "In the eyes of the sportsman," says the writer, "they take no very high place among the game of Canada, owing their sole attraction to their valuable fur; they are, nevertheless, more universally known in this country, at least by name, than the *Cervide*, of which the Dominion offers such grand examples. The lynx and racoon, and others, as the skunk and beaver, not represented in the photographic group, are the prey of the trader; for though the ancient glory of the Hudson's Bay Company be in these days somewhat dimmed, immense numbers of the pelts of these creatures find their way annually to Europe, the finest to this country and to the Paris market."

"The lakes and streams of northern and central Ontario furnish, perhaps, the finest brook-trout fishing in the world. Along the line from Montreal to Toronto there are many well-stocked bass waters. On the Rideau lakes—reached from Smith's Falls—the black bass fishing is excellent, and there is also very good duck-shooting early in the season. Sharbot lake is a beautiful sheet of water, dotted with islands. The excellence of the fishing and picturesque features make it a favorite locality for camping parties. The fish to be found there are black bass, rock bass, pike, and pickerel."

A Michigan Man in Western
Canada.

The following is an extract from a letter by a Michigan man who recently made a tour through Western Canada:—

I have just returned from a tour through your prairies, and I might say that I never met so many happy and prosperous farmers as in your Northwest. All the way from Winnipeg to Calgary and from the Montana line to Peace River, and from Regina to Prince Albert there is not a settler but openly declares that he lives in the best part, and that no other place is like the part he lives in. I am so well satisfied with the country that I am going to return as soon as possible and make the Canadian West my future home for myself and family, and try to join the happy and prosperous ones that are here before me. Now to those who contemn plate moving I will say, that if you are willing to work you need not be afraid but you will succeed and become one of the happy Canadians, but indolence is as useless here as anywhere else. There is room for millions of good industrious agriculturists in this country, and millions of acres of choice land, the finest on the continent of America, free homes. There are also good openings on all the new railroads for business men of all kinds who are sure to grow up with the country, and to grow in wealth as those already here have done. The winter weather is delightful, not too severe, but steady cold in Manitoba and Assiniboia, and mild in Alberta.

The annual meeting of the Spring Creek Cheese Factory Association was held on Monday February 29th at Moosomin. The showing for the year was very good and no doubt the factory will prove a great benefit to the farmers of that district.

The immigration sheds which are to be built at Edmonton, will be located on the Hudson's Bay Company's reserve. Tenders are now being called for.

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In Effect May 24th, 1890

Going South.		STATION.	Going North	
Mixed No. 5	Daily, except Sunday.		Mixed No. 5	No. 6
7 30a	Do.....	Lethbridge.....	Ar	10 00p
12 15p	Ar.....	Coquit.....	De	5 20p
		(Internat'l bound.)		
1 15	Do.....	Sweet Grass.....	Ar	4 40
3 50	.....	Shelby Junct.....		2 15
4 40	.....	Conrad.....		1 30
7 55	.....	Pleagan.....	Ar	12 50p
9 30	.....	Collins.....		10 15a
10 05	.....	Steel.....		8 45
10 45	Ar.....	Vaughan.....	De	8 10
		Great Falls.....	De	7 30

Going West.		STATIONS.	Going East.	
Mixed No. 2 Daily			Fro't No. 3 D. ex. No 1 Sun.	Mixed No. 1 Daily
7 00p	Do.....	Dunmore.....	Ar	4 45p 5 40a
10 30	.....	Grassy Lake.....	Ar	12 45 2 00a
2 00a	Ar.....	Lethbridge.....	De	8 55a 10 40p

CONNECTIONS.

Canadian Pacific Railway at Dunmore Junction: East bound train (Atlantic Express) leaves Dunmore at 10.17. a.m.; West bound train (Pacific Express) leaves Dunmore at 5.43 p.m.

Great Northern Railway at Great Falls: South bound train to Helena, Butte, &c., leaves Great Falls at 10.35 a.m.; East bound train to St. Paul, &c., leaves Great Falls at 2.55 p.m.

MacLeod and Pincher Creek Stage leaves Lethbridge Tuesdays, Thursdays and Saturdays, at 7 a.m. Returning from Macleod Mondays, Wednesdays and Fridays.

Choteau Stage Line leaves Steel daily at 9 a.m. to Chhteau, Bellefleur, Bynum, Dupuyer Kobaro and Pleagan and arrives daily from these points at 9 p.m.

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