

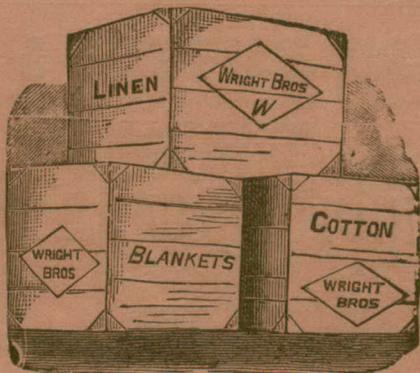
1885

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NUMBER TWO.



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Manitoba and North-West Monthly,

UNDER THE AUSPICES OF

The Manitoba and North-West Immigrants' Protective Association.

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Original.

WINNIPEG.

The City of Winnipeg, the Metropolitan city of the Northwest, has now a population of 20,000—and when we take into consideration the fearful crucible through which she has passed, and her position to-day, it is incontrovertible proof to us that there must be a combination of forces at work to sustain her, which though material in their nature, are not apparent to the cursory observer.

In the year 1857, when a commercial crisis of a paralyzing character, drove fifty thousand Canadians from Ontario and Quebec in eighteen months to Uncle Sam's Dominions, (our great Northwest was unknown at that time), the cities of Hamilton and London suffered a shock from which they did not fully recover for five years; and during part of 1858 there was many a splendid store in the main street of Hamilton for which no one could be found to even pay the taxes. Within the last three years the City of Winnipeg and the Province of Manitoba have been convulsed in land transactions and speculations, that would have decimated any Eastern city had they occurred there, but after the collapse of Edmonton (we wish to immortalize Edmonton as the climax or End of an old Era of speculation), although those immediately connected with some of the biggest swindles at that time did weaken for a short while, the merchant, manufacturer, and general business

man did not suffer any more than the men in the same lines have been suffering through the same periodical commercial depression all over America. There must be an elasticity, vitality, and backbone to this country that is not seen, but which is, nevertheless, being felt, and of which we will speak further in some subsequent number of an early date, when we shall bring Winnipeg more prominently before the world.

NOT A DISTURBING ELEMENT.

We wish it to be distinctly and emphatically understood as clearly as language can express it, that the object of the Northwest Immigrants' Protective Association is not for the purpose of endeavoring to unsettle the minds of farmers in the Eastern Provinces or Great Britain, who are already comfortably placed, but specially for the purpose of attracting to this country those who contemplate a move in some direction. In the Eastern Provinces there are thousands of young men who are going West every year, and it is to turn the attention of these young men to this country by giving them monthly, in this Journal, full and honest information concerning it, and its superiority in many respects over the American States to the south of us. The remarks just made to the young men in the Eastern Provinces are quite as applicable to the young men similarly situated in Great Britain. It will still be in the memory of those who have been resident in Canada for the last 28 years that in the year 1857, and after the completion of the Grand Trunk

Railway, a reaction in prices took place and produced a financial crisis, affecting farmers almost to the same extent as commercial men. In many parts of the country owing to the rapid and fictitious increase in the price of land, farmers who had for some time considered themselves in affluent circumstances, were obliged to sell, and, in a great many instances, left the country with a few hundred or a very few thousand dollars to seek new homes in the western states of America. Although the present depression will not be felt by farmers to anything like the extent it was at that time, still there will, in the aggregate, be many leaving the older Provinces in almost the same condition. To them we can now offer opportunities that were not in existence in 1857, when Manitoba and the Northwest were unknown. Men of the same experience as the class we have just mentioned, fully acquainted, as they would be, with pioneer life in Eastern Canada, with even a small capital, could, within a short time, find themselves in comfortable homes in this country.

AGRICULTURE AND MINING.

The two prevailing interests of Manitoba and the North-West Territories of a permanent character must for several years to come be Agriculture and Mining; even a casual glance at these interests in the different countries of the world will be sufficient to convince the most superficial observer that the attention of the Agriculturalist and the mining Capitalist of all countries will be directed to this part of the Dominion of Canada, as soon as the present undeveloped resources and capabilities of the country are brought prominently to their notice. Even now the forces that are being brought into requisition in different quarters, will, we trust, before very long be the means of placing this vast agricultural and mineral region properly before the emigrant and mining capitalists of America, as well as of all European countries. It is well known by statisticians who have gone fully into the question of the unoccupied agricultural lands of America, that Manitoba and the North-west Territories have more good unoccupied lands than all the rest of the continent of America, and if the present immigration to the United States is only fairly sustained for a few years they will have nothing to offer in the way of first-class agricultural lands, as they will all be absorbed; and that at the end of five or six years the surplus agricultural population not only of Great Britain and other European countries, but of the United States as well, will have no outlet equal to this country. This being the case, it is at once apparent that the surplus agricultural population of the United States will before many years be looking for new fields, and will naturally gravitate towards this country, where our Institutions of various kinds are quite in harmony with the Institutions, under which they have lived. For the last thirty or forty years, the tendency of Emigration in America has been towards the Northwest. We find from year to year the surplus population of the Eastern and Middle States moving to the Northwest, and now the population of what was formerly the Northwest is gradually making its way still further to the Northwest, and thus will it be until the Province of Manitoba and the Northwest Territories possess a large heterogeneous population of Englishmen, Irishmen, Scotchmen, Native

Americans, Germans, Norwegians, and Canadians from all the Eastern Provinces—who in time, and by the gradual and natural process of assimilation and evolution, will form themselves into a homogeneous whole.

The writer, who is familiar with the different Mining States and Territories of the United States, having visited all of them within the last four years, and knowing that the mines in many of these States and Territories are even now exhausted, and that the practices prevailing in many of the mining regions of the United States have been such as to deter Capitalists from further investments, reasonably comes to the conclusion that if the undeveloped mineral wealth, in iron, gold, silver, copper, coal and petroleum of this country is only fairly and honestly placed before the mining Capitalist of the United States, Great Britain, France, Germany, Holland and other European countries, that the capital which has formerly tended towards the Pacific Coast of America, will in a short time be diverted to this country. We may further add in support of this contention that some of the most famous mining camps on the Pacific Coast are to-day almost depopulated, notably Virginia City on the west side of the State of Nevada, once admittedly the wealthiest city of its size in the world, and the theatre of the operations of the Bonanza King's of world wide reputation. Again, in the same State there is the decayed town of Pioche, at one time containing a population of 15,000 and now reduced to 600. Then again there is the City of Virginia in the Territory of Montana, once the seat of famous placer mines. This city, which at one time had a population of 25,000, has now about 500. Still again, there are several towns in the State of Colorado to wit: Gothic, Ruby and Irwin, and Crystal City, that only three years ago were thriving mining towns, but now desolated hamlets. These are only a few instances of the decayed towns that once controlled millions upon millions of eastern and foreign mining capital.

Statistics show that the tendency of Emigration for the last two years has not, with the exception of the State of California, been in the direction of the Mining States and Territories of the United States, and that at the present time the mining Capitalists in the largest cities of America look with suspicion upon any mining booms originating in many of the mining regions of the Pacific Coast, and to our mind if, the well known mineral resources of this country were placed, as we have before suggested, in a proper and business-like manner before mining Capitalists, we are satisfied they would not long remain undeveloped.

BANKING.

The unfortunate consequences of the late "Boom" in this country are perhaps felt more keenly in banking than in any other line of a commercial character. The, perhaps, too eager Directors of several Banks in Eastern Canada, believing some five or six years ago that Winnipeg would be a good outlet for the surplus funds of eastern Banks, opened agencies here, and as long as high rates of interest and apparently safe investments were offered, everything went as merry as a marriage bell, and the cry was "vive la Winnipeg." Even during the "Boom" no small amount of bank money was with-

drawn from the banks, and from what may be termed proper legitimate commercial circles to boom the "Boom." In short, had it not been for the facility with which money could be obtained from the banks, we have no doubt the climax would have been reached before some of the infatuated "Boomsters" were allowed to stake their last dollar on Edmonton. The climax was, however, reached, and Eastern banks having nothing in common with Winnipeg and the Northwest save to extract money out of them (and secure advances already made), wherewith to pay dividends to their Eastern shareholders, immediately put on the screws; and ever since, Winnipeg has continually been made the scape goat, doing duty for some unfortunate banker, who, having no "Boom" excuse for losses made in the east, throws all the blame upon Winnipeg. In commercial life and speculation generally the man, who is making twenty or twenty-five per cent profit, is quite willing to take his risk, as he must do, and, if he loses, does not squeal. Not so with the Eastern Province Bankers—as long as usurious rates are being made, all is well, and nothing is heard of the unsoundness of commercial life in Winnipeg—a cry we now so frequently hear from the East—but when the evil days come, then it is that the business men of Winnipeg are made to feel that they are to a certain extent in the hands of "Foreigners," who know nothing of their particular wants, and are too far away to appreciate the existing state of affairs. We have always sympathized with the bank agent in Winnipeg, and the humiliating position he occupies, being part of a machine, the main spring of which is perhaps nearly two thousand miles away. Why, the very nature of banking is such, that the controlling power ought to be in the very heart of the local banking business. How often is it that in large operations ten, fifteen or twenty thousand dollars, or more may be required to carry out the transaction on the very day the business is first mooted. Are there any chartered banks in this city, who would, under any circumstances, make a loan of five or ten thousand dollars without consulting their head offices—and again is there a head office in any of the Eastern Provinces, that would not require a week to pass upon such a transaction, making a delay altogether of say 2 to 3 weeks, before the applicant would be advised as to the success or otherwise of his request for a loan. Hence it is, that from the very nature of all large transactions, the controlling loaning power should be near at hand. This state of things we are glad to say will in all probability be remedied by the introduction of one or two local banking institutions—one of which, under the management of Duncan McArthur, Esq., will be in operation in a very short time—the other controlled by C. S. Drummond, Esq., of Drummond Bros. and Moffat, financial agents, we understand is likely to commence business in about three months.

THE COMMERCIAL BANK OF MANITOBA.

We understand that the Manager of this institution is now completing arrangements with a view to opening the head office of this bank in Winnipeg in a very short time, to be followed from time to time by the establishment of agencies throughout Manitoba and the Northwest, when and where required. To inspire confidence

in this new institution, without going into detail or showing the great need of a local bank, it is sufficient for the public to know that Mr. Duncan McArthur, the Senior Member of the well-known Banking house of McArthur, Boyle & Campbell, is at its head. The simple routine work of an ordinary Bank Agent in Canada does not require, as we are aware, any extraordinary amount of ability, but to initiate, organize and fully develop, under existing conditions in this country, a new Institution of a Provincial character and essentially Northwestern, certainly requires a man of great banking ability, thoroughly familiar with the country, of unquestionable integrity and great versatility. We believe that Mr. Duncan McArthur is such a man—a gentleman of nearly middle age, of ripe and varied experience, an accomplished financier, with a clear and logical mind, and extensive financial and business relations, both local and foreign, who has always displayed a deep interest in the country, in the building up of which he has been so important a factor. The success of any institution, which has Mr. McArthur as its head, must be assured from its commencement, and we believe that the citizens of Winnipeg and the Northwest will give the new Bank that support and co-operation which it so eminently deserves—it being the first local chartered bank in Winnipeg or the Northwest.

MINING IN MANITOBA AND THE NORTH WEST.

The extent of the undeveloped mineral resources of this country is not now for the first time being brought to light, for it has been a matter of History for many years, and from year to year confirmed by the opinions of Mining Experts from different parts of the world. We assume that the point now to be gained by the knowledge already in our possession is to make such knowledge known in those centres of mining capital, where the capitalists are most likely to be attracted to this country. We know no better channel in the meantime through which our object in this particular can be attained than by cultivating an acquaintance with the *Chicago Mining Review*, which is admittedly the best authority in America on all subjects relating to Mining. The Editor of the *Review*, Mr. Duff Porter, is a gentleman of splendid abilities, of large experience and conscientious in his utterances, and no wild-cat scheme ever finds favor in his eyes. Without some authority of the kind referred to it will be difficult to place the mineral wealth of this country before those who would be most likely to develop it.

SIR RICHARD TEMPLE ON EMIGRATION.

The allusions of Sir Richard Temple in his address in the Princess Opera House, of Winnipeg, on his return from the Rockies last summer, were characterized by a great deal of useful information, but in his references to the class of people who might emigrate to this country from England, he omitted to state that the sons of English tenant farmers, or the farmers themselves, who have not sufficient capital to stock or work farms in England, could be well placed on farms here of 160 acres or more

according to their means. Any young English farmer with £200 and upwards can come to this country, and in a short time be in a better position, financially, than he probably would be at the end of a life time in the Old Country. We have tens of thousands of proofs of this statement all over the Dominion of Canada, and certainly a few hundreds in this Province and the Northwest.

HOW MEN SUCCEED IN THE NORTHWEST.

Some eighty or ninety writers, whose replies are published as representative of the opinions on this point of the whole body of settlers, state the date when they settled in the country, their capital then, and the estimated value of their farm last September. This information is most varied in character. In the first twenty instances the settlers had no cash capital whatever at the outset; but their present holdings are valued at from £200 to £2,400. The sum in each case naturally depends chiefly on the length of the period of occupation; for while some settlers' residence in the country dates back from 1871, others arrived as recently as 1883. The next class of writers are those who possessed a small amount of ready money—from £3 to £90. There again, industry and thrift have met with a good reward, and we quote one or two of the statements made as specimens of the others. Mr. Warren, of Oliver (Manitoba), settled in the country in 1878, with about £80 capital. Last summer he considered his farm worth £1,000; adding that he had £200 in implements and £400 in stock. Again, Mr. T. Carter, of Woodlands, in the same province, started farming on the prairie in 1879, with £79 12s. He has since refused £800, and will not take less than £1,000, for his farm. Still more striking cases are those of Mr. W. Taylor, who settled in 1874 with about £80, and now owns 1,088 acres, valued at £5 per acre; and of Mr. J. M. Lawrie, of Birtle, Manitoba, who, with a wife and three children, and only £92 8s. in cash, took up a homestead and pre-emption in 1881, which he sold last spring for £830. We have next a number of cases in which larger sums were available at the outset, several instances of recent settlement being given, in which the new comer had £400, £600 or £1,000 at his command. Similarly satisfactory results are recorded here, Northwest farmers thus testifying plainly enough that the Canadian prairies hold out attractive prospects to agricultural settlers of all grades.—*Canadian Gazette Review of "Opinions of Manitoba Settlers."*

CANADIAN WHEAT IN ENGLAND.

I referred a month ago to the possibility of some action being taken to bring Manitoban wheat more directly before the English trade. I am now able to report very satisfactory results from the first attempt in this direction. During the last few weeks the proprietor of The Miller has distributed among a number of our leading millers samples of Canadian Northwest No. 1 hard Fyfe wheat. The recipients were asked to examine the samples and give an opinion of their value for mixing purposes. A large number of replies to this request were received, many of which are published

this week. The testimony afforded by them as to the quality of the wheat is extremely satisfactory. Practically, without exception, all the millers pronounce most strongly in its favor. I quote a sentence or two from a few of the letters in order that your readers may judge for themselves of the impression produced. A well-known firm in Stockton-on-Tees wrote:—"We consider it a most valuable wheat for milling." A Croydon firm says:—"It recommends itself as of great value from a miller's or baker's point of view in all points." A Bristol firm writes:—"The quality of wheat is very fine." From Belfast Messrs. Carmichael report "more desirable wheat for the British miller could not be found." Messrs. Cowan, of London, say, "The sample is of very fine quality and will do good in any flour." A leading miller of Reading says "In my opinion it is one of the finest samples of grain I have ever seen for mixing with English," Messrs. Marriage & Sons of Colchester, declare that for roller millers it is the best wheat they have seen. The quality is magnificent and it is hard and very clean and sound. A Glasgow firm write; "It is very beautiful wheat." These are only examples of the great mass of the opinions expressed, all the letters published giving the full names and addresses of the writers. Statements like these fully justify all that has been claimed for the North-West wheat in regard to its value here and the readiness with which it would be taken up if obtainable. At the same time farmers in the North-West must remember that development of trade with this country will in a large measure depend upon themselves. I imagine they will not be slow to recognize the necessity of sowing only No. 1 hard, and of carefully cleaning and selecting the grain when garnered. If they will do all in their power in these respects they need have no doubt as to the ability of North-West wheat to command always an excellent market in this country.—*Correspondent Toronto Globe.*

"About this season of the year," says the *Hamilton Spectator*, "the mails from Winnipeg are so irregular in their habits that there can be no doubt that they are really from Winnipeg." But it is not until they get down beyond Chicago and into Western Ontario, the land of deep snow and many blizzards, that those habits manifest themselves.

Enthusiasm is one of the most powerful engines of success. When you do a thing, do it with a will, do it with your might, put your whole soul into it, stamp it with your own personality. Be active, be energetic, be enthusiastic and faithful, and you will accomplish your object. Nothing great was ever achieved without enthusiasm.

The *Port Hope Weekly Guide* has now entered on the fifty-fifth year of its existence, and is therefore one of the oldest journals in Canada. The *Guide* has long been an influential paper, but it never gave better indication of prosperity and success than it now does. It begins its new volume enlarged and much improved in other respects. Under the management of its present publishers, Messrs. George Wilson & Son, the *Guide* has proved very successful. They have one of the best appointed publishing offices in Canada.

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PROGRESS OF CONSTRUCTION ON THE CANADIAN PACIFIC.

The *Winnipeg Times* of January 6 contains the following interesting interview with Mr. Ross:

Mr. Ross, Manager of construction on the Canadian Pacific road, in the Rocky Mountains, arrived from the west in his special car last night. He was hunted up by a *TIMES* reporter this morning and was duly interviewed.

"The track," said Mr. Ross, "is stopped at present at the Beaver—about twenty miles from the summit of the Selkirks. It was at this point that the company wished to have the road constructed by the end of 1884, consequently their expectations have been fully realized. The last slope of the Selkirks is fully covered with men at present who are grading, bridging and getting out timber, for the large contracts in this district of country. On the west slope we have a large number of men commencing the heaviest portion of the work of construction on the slope; a large force of men are also engaged at the west crossing of the Columbia getting out ties, putting in piers for bridges, etc. On the east slope of the Selkirks the bridging is heavy: Mountain Creek, 1,000 feet long by 160 high; Surprise Creek, 600 long by 170 high; Skookum Chuck, 500 long by 260 high, and many other large structures. The timber for these bridges is now being got ready, and during this month and next we will be sending up large numbers of carpenters and bridge men so as to have these bridges built as early as possible, as they are the only obstacles that come in the way of pushing the construction of the track forward."

"How much real construction work was done last year?"

"Eighty miles, but the heaviest portion of our work. It was through the most difficult section of the mountains and the work was very heavy. Seven tunnels were constructed along those eighty miles, besides an enormous amount of bridging."

"Is the most difficult part of the work over now?"

"Yes, the Kicking Horse was always looked upon

as the most difficult portion of the entire mountain section. Now the heaviest work is over."

"How many men are there at present engaged on construction work?"

"About 2,000, but this number will be increased as soon as the weather moderates. We have also a large number of teams forwarding supplies over the mountains, so that this will give us a good start in the spring. Last year we commenced with no provisions ahead, and besides this drawback we had an unexpectedly bad season, it having rained for three months in the year, making the roads almost impassible."

"What number of men will be engaged next season?"

"Over five thousand, and they will be kept on until the national highway is completed."

"When do you think the Canadian Pacific road will be completed from ocean to ocean?"

"The company wish to have it completed by August of this year. Everything is now being done, and will be done, to finish it at the earliest possible date. No chance will be taken that will cause any delay to the work, but it will be pushed ahead with the same unabated vigor that has characterized the construction of the road heretofore. There yet remains to be built about two hundred miles of a gap between the two ends of the track, and this will be joined together in the fall of the present year instead of in 1889 as was stipulated between the company and the government when this gigantic contract was entered into, and instead of 1886 as was promised under the last arrangement with the government. In nine months, and perhaps less, the Canadian Pacific Railway, the great trans-continental highway, will be completed."

"Has there been much sickness among the navvies during the past year in the Rockies?"

"Yes a very great deal. There has been a lot of typhoid fever, but now it is effectually stamped out, with the exception of the men who are in the hospital. Forty deaths occurred during the past year, but considering the character of the work and the many disadvantages in the way, and the dangerous nature of the service, the death rate is very small."

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INJURIOUS TALKING.

“On eagles wings immortal scandals fly,
Whilst virtuous actions are but born to die.”

A Frenchman speaking of a person known to his comrades, said:—“His mouth costs him nothing, for he always opens it at the expense of others.” There are multitudes of persons to whom that remark will apply. Exaggeration and defamation are two fertile sources of social mischief.

But perhaps the most injurious talk is that which detracts from the character of another—that which openly or in disguise, strikes at the reputation of a brother pilgrim—that which “cuts men’s throats with whisperings”—that which is adopted by the envious rival who seeks to build “his name on the ruins of another’s fame.”

A lady visited Philip Neri on one occasion, accusing herself of being a slanderer.

“Do you frequently fall into this fault?” he inquired.

“Yes, very often,” replied the penitent.

“My dear child,” said Philip, “your fault is great, but the mercy of God is greater; I now bid thee do as follows: Go to the market and purchase a chicken just killed and still covered with feathers; then walk to a certain distance, plucking the bird as you go. Your walk finished, return to me.”

The woman did as directed and returned, anxious to know the meaning of so singular an injunction.

“You have been faithful to the first part of my orders,” said Philip; “now do the second part and you will be cured: Retrace your steps, pass through all the places you have traversed and gather up by one all the feathers you have scattered.”

“But,” said the woman, “I scattered the feathers carelessly away, and the wind carried them in all directions.”

“Well, my child,” said Philip, “so it is with your words of slander; like the feathers which the wind has scattered, they have been wafted in many directions. Call them back now if you can. Go and sin no more.”

Contributed.

IMPERIAL CONFEDERATION.

Doubtless there is something noble and generous in the idea of binding together into one grand whole, Great Britain and her numerous Colonies, many of which are fast approaching the station of nationhood. For divers reasons the idea appeals strongly to several sorts and conditions of men. The lover of universal peace and good will among men looks upon the scheme with much favor, seeing in it the earnest of the time when nations will learn the arts of war no more—he considers that if it be feasible to federate the British Empire the members of which are so scattered over the face of the earth, and have interests widely diverse, it would be only the first step toward a larger federation of the peoples of the world. Why should not the United States join the confederacy? Then the German and Hollander are our very near kinsmen, is it beyond the bounds of possibility that they should come to regard more the many ties that bind them to, and to regard less the petty differences that sunder them from the Anglo-Saxon race. It is urged that even should the confederation never extend farther, the area of warlike collision would be greatly diminished.

The Manchester manufacturer on the other hand, with his eyes quick to discern new markets, hails the idea with some satisfaction. He sees in it the breaking down of the Chinese barriers that nations have interposed to free trafficking amongst each other.

The lover of empire at once conjures up a Dominion more extended and powerful, than Alexander or Cæsar in their wildest flights ever dreamed of. He urges also that this is the age of race federations. The Germans are a united people. Panslavism is making steady headway, and if the Anglo-Saxon race wishes to retain its present hold on the world it can do so only by union.

The above are some of the reasons or delusions which are actuating a number of gentlemen in England who are striving to raise Imperial Confederation into the region of live political questions. The after dinner speeches of our Premier when in the old country left on the minds of these gentlemen the impression that this question was looming up large in Canadian politics, but they must now be effectually disillusioned on that score by the fact that since his return to Canada, Sir John has not once referred to the matter in even the most cursory way. The course pursued by our Premier in a case like this is pretty sure to be a faithful index of the state of public feeling as that astute discerner of the signs of the times never takes the trouble of digging new channels for public opinion to flow in, but lets it take its own course, having a care, however, that he and his party float in at the head of the flood.

There can be little doubt that Canadian born, consider Imperial Federation to be beyond the range of the probabilities—most certainly of the desirabilities. Mr. Blake piped with his usual skill to the tune of Imperial Federation a few years ago, but Canadians turned a deaf ear to the music, and he has not since repeated the experiment. Those amongst Canadians who have come here from the British Islands, naturally enough

may wish to see the bonds which bind us to the old land, strengthened. Canadian, born however, will, very properly too, regard the question from an unsentimental standpoint, and will ask, in what will a closer union with Great Britain and her colonies profit us. What, it may be asked, is to furnish the foundation of the union? Why should such a union exist? History knows of several successful Federations of sovereign States, but invariably there have been the most powerful reasons for their union. There has ever been strong community of interest among the Federating States, and also a geographical connexion. In modern times the best known instances are those of the United States of the Netherlands and the United States of America. In each case there were present all the elements of union and a powerful compelling necessity welding them together. The inhabitants of the little States of the Netherlands were of the same race; they were united geographically; their commercial interests were identical, and their life-blood was being shed like water by a detestable foreign tyrant. Strong reasons these why they should strengthen themselves by union. The Federation of the States of the Netherlands is paralleled by the union of the North American States. Here again we have community of race—the different States at the time of the Rebellion being peopled almost entirely by descendants of Englishmen—they were geographically and commercially united, and they were being oppressed by the stupid ministry, that, at that time, held the reins of power in England. Here again were the most cogent reasons for union.

Do any of these reasons obtain for our union with Great Britain and her colonies? Surely not! We are the same people as those with whom we are to be yoked. This country, for better or for worse, sets its instinctive mark upon even the first generation of those born here—they are no longer Englishmen; their social and political life and surroundings are altogether different from those of the people of the British Isles, and then a large proportion of our population are not Englishmen nor descendants of Englishmen. There is thus no community of race, or of social and political feelings, much less is there any geographical or commercial bond of union. Between us and Great Britain rolls the separating Atlantic; between us and Australia stretches half the globe. The habits, feelings and modes of thought of people so widely separated, although sprung from the same stock, must be different, and must in the nature of things continue to diverge more and more as the years roll by. The trade relations and interests of the colonies and Great Britain differ by the whole heaven. On what do the Federals propose to base their Imperial structure?

Suppose the union were effected, what would be the status of the colonies? The only Confederacy that it can be conceived the Colonies would assent to would be one shaped after the model of that of the United States of America, in which each colony would be an independent sovereignty and would relegate a portion of its sovereignty to the Federal Government, each having an equal representation (as in the United States Senate) in the Federal Parliament, and contributing its fair quota to the maintenance of the Government. The measures of the Federal Government within the scope of its jurisdiction would be binding on all the members of the Confederacy, and

everything pertaining to war would be of necessity within its province. What would be the consequence to us? We would find ourselves in all sorts of wars and complications with the objects of which we have not the remotest connection. We would contribute men and money to settle disputes about petty German Principalities not half the size of some of our counties; we would be forced to help carry on a war in the burning deserts of Africa, because in a moment of weakness the Federal Government had given its countenance to a hare-brained expedition. The Irish imbroglio would be a continual thorn in our side, and what would we gain thereby.

What position would England consent to occupy in the Confederacy? Would she come in as one sovereignty among many or would she insist on a representation which would outweigh that of all the Colonies combined? Unless she did this she would run the risk of being outvoted on questions which touched her vitally as a first-rate European power, but with which the other members of the Confederacy had little or no concern, and it is not at all likely that the Colonies would consent to any arrangement that would reduce them to non-entities. The more one considers this Imperial Confederation scheme the more hopelessly chimerical it appears. If Englishmen have not displayed sufficient aptitude at entering into the feelings and discerning the wants of the Irish people to enable them to legislate intelligently for that island whose fortunes have been bound up with hers for seven or eight centuries, how can they reasonably be expected to manage properly the affairs of nations sown broadcast over the face of the earth? As we said before there is something large about the idea that attracts for a time, but, on examination, the foundations for so vast a union are found to be as baseless as the fabric of a dream.

The manifest destiny of the large colonies of Great Britain, like Canada and Australia is to become in name as they now are in fact, independent nations in the not far distant future. And what could be better for them. Does not every lad who is worth anything look forward to the time when he will strike out into the world and rely on his own arms and brain for protection and livelihood and by doing so his character gains a fibre of independence and manliness that could be acquired in no other way. It would be difficult to show in what respect nations or colonies differ from individuals in this regard. If, as a people, we do not hopefully and cheerfully look forward to perfect independent nationhood, with its attendant responsibilities, it must be because we are milk-sops and weaklings.

By becoming independent it does not necessarily follow that we will put off our kindly feelings for the Motherland. Should England at any time enter upon a struggle for existence there can be no doubt that the Anglo-Saxon nations, and among them the United States, would rally to her assistance, but that we should be dragged into and forced to defray the expenses of every squabble the mother country may get into is altogether intolerable.

[We publish the above as "contributed," at the same time we desire it to be understood that it does not contain our views on the question.—*Editor.*]

THE HUDSON BAY ROUTE.

The writer remembers picking up a copy of the *Globe* one morning in Tremont, Neb., fourteen years ago and seeing wheat quoted at Sarnia at \$0.90. The same day he saw the first Nebraska wheat sold at 37 cents. This set him thinking. Farming, at the heart of a vast continent—would it pay? He had never heard of a Hudson Bay route as probable or feasible, but a glance at the map satisfied him that *if* there was such an outlet Canada had one grand advantage over the Western States. There *is* such a route, and it is destined to become one of the three great Ocean highways of the world. This may seem bombastic; but we believe it to be the solid fact. We have neither taste nor space for rhetoric. We are dealing with a matter involving the future greatness of the whole Northwest. Suez, Panama, Hudson's Strait—these shall be the three words most familiar to the ears of the coming commerce. With these vast northwest regions under full cultivation; the C. P. R. in vigorous motion from sea to sea; one thousand miles cut off the road from London to Yokohama; a fleet of ships cutting the broad Pacific; a fleet running the Straits and cleaving the Atlantic, and carrying off the surplus products of almost half a continent, will not this be one of the very first of Ocean routes?

"But," you ask, "is it possible?" Well, since people will persist in asking this question, we suppose we must curb our impatience and return a civil answer. It *is* feasible. It always *was* feasible. There never existed any valid or even plausible reason for doubting its feasibility. Ask living men familiar with the Bay and Strait regions from years of residence or exploration. Almost every one of them will answer "Yes." Ask the sailors and whalers who have "done" these Straits year after year in wretched craft. The *consensus* of opinion is marvellously complete. Whence, then, did the doubt arise originally? and how is it perpetuated? Ask the Hudson Bay Company, and the Eastern Provinces to answer you these two questions. The same once mighty interest that painted the great wheat belt as the very head-quarters of the world's barrenness and desolation, hung over the Bay and Strait of Hudson a curtain of horrors. The river Styx is a sunny stream compared with these dismal waters. The imagination of Virgil or Milton is matched by the genius of the Company. What are the facts of the case? That for three centuries these waters have been navigated by this Company with the loss of *two vessels*, whose crews were drunk! Where is the other great ocean highway that can furnish a record like that? "Vessels," did we say? *Tubs*. If such success—such unparalleled immunity from disaster—waited on the efforts of the mariner, thus dolorously equipped to grapple with the difficulties of navigation, what would not good tight steamers accomplish? The Bay is deep. The Strait is deep. There are few fogs. Along the north shore of the Strait is a deep channel, generally clear of ice, which sailing vessels could not take, but which the steamers can. There are no icebergs in Bay or Strait. It is on record that one iceberg has been seen in Hudson Bay. It had lost its way. Ice-floes abound, and congregate on the eastern end of the Straits. Annoying, doubtless; but

not formidable. For several months, if not for the whole year, these waters may be navigated. Probably midsummer is the worst season; for then old Sol has unchained these ice-masses, and let them go. In winter, the ice-bound harbor in the bay would be the difficulty. Winter or summer, once out into the Atlantic, the course is as clear as those further south. It is well away from and above the ocean fog belt. The very fact of its high latitude is in its favor; not high enough for the Arctic ice-fields; not low enough for the enshrouding fog born of the Arctic current and the gulf stream. Whatever iceberg crosses the Hudson's Bay route crosses also that of the St. Lawrence; with this advantage to the former, that the treacherous outlaw can be seen.

Our children, beholding these waters white with commerce, will marvel at their sires. They will ask "can it be possible that interest, ignorance and prejudice were so dense in the days of our fathers?" The whole thing is a bugbear—a nightmare. Man, not nature, has barred the passage. The gates to be broken down are selfishness and misconception; not rocks and ice-bergs. And at these gates stand the Eastern Provinces, bayonet fixed. Mrs. Partington with her broom. New Canada, the Northwestern States, demand that they shall be opened; and they shall. Here is an argument truly. If the route is useless, it can never hurt Ontario, Quebec, or Nova Scotia. Then why is this thus, gentlemen? Why oppose the opening? It may do us good; on your own showing it can do you no harm, being impracticable. Your words don't harmonize with your faith.

We all remember what an outcry was raised against the St. Lawrence and Gulf route, when the idea of its feasibility was first broached. As science, in the person of the celebrated Dr. Dionysius Lardner, less than fifty years ago, had demonstrated the madness of attempting to cross the Atlantic by steam; so the wise ones, at a later date, pronounced the St. Lawrence scheme and insane undertaking. And their dismal vaticinations received a partial justification for the moment. Costly and formidable preliminaries, disaster after disaster, marked its inauguration. Is not now the safest in the world. Who speaks of its abandonment? The route we advocate will be opened without disaster and maintained without serious loss. Who'll begin? Is there not room for another great syndicate? Will it pay? Yes, it will pay. Even now, were the projected railroad constructed, it would pay. All that this country wants from Europe would come that way. All that Europe would take from our hands would go that way. As to the future, who can estimate it? When this enormous region is filled with people, producing surplus grain and meat for half the world, will there or will there not be money in the Hudson Bay Route? It is high time doubts and discussions regarding this matter were laid aside, and decided action were begun. So far we have only spoken as to the feasibility of the water route. The promotion of the railroad scheme is in the hands of Mr. Hugh Sutherland, M.P., for which he and a number of wealthy capitalists hold a charter. Mr. Sutherland has just returned from a visit to England, where he has been completing, as we understand, his financial arrangements for carrying out the undertaking.

A NEW COAL MINE

AT COAL CREEK, NEAR CALGARY.

For two or three years coal-beds have been known to lie along the banks of the Bow River, west of Calgary, and coal has been taken for some time from the out-croppings on Coal Creek a tributary of the Bow, situated some 25 miles from Calgary. Until October last no steps were taken to develop it, and the general opinion was that it was a thin seam that would not pay for working. In that month, however, Capt. Vaughan, a well-known Winnipegger, examined the drift, and discovered the coal seam was fully 6½ feet thick and of excellent quality. He and several other gentlemen took the matter in hand, and securing a five hundred acre claim on the spot, commenced operations with a view to ascertaining the extent and quality of the seam. The result proved highly satisfactory, the coal turning out to be semi-bituminous of excellent quality, a splendid steam coal (as was proved by tests) and well adapted for household purposes. It also cokes, and is a good gas coal. Skilled experts in the Dominion say it is the only steam coal found along the line of the Canadian Pacific Railway, and as good, for locomotives as that from the Galt mine. The mine as before stated, is located on the banks of Coal Creek, and is only 15 chains from the Canadian Pacific Railway track. The drift is straight, and is worked from the cropping. It lies 125 feet below the surface level, and 25 feet has been taken out a fortnight ago, and by this time probably the level has been driven in some 50 feet. A night and day shift is being worked, and it is the intention of the company to furnish the western division of the Canadian Pacific Railway with all the coal they will require this coming season, this will be easier done than if the wood-burning engines in use were to burn anthracite coal, as in that case they would have to be converted to suit, whereas with the coal from Coal Creek the same grates will do. Captain Vaughan is very sanguine as to the value of the coal, and considers it is the best coal of its class as yet discovered along the Canadian Pacific Railway line. He intends to have a car load of the coal drawn here in a short time, and have it thoroughly tested in one of the yard engines, for the satisfaction of the Railway authorities and the public generally.

A later Report from the foreman of the above mine, who was formerly employed in the Galt mine, states that the seam has increased in thickness to seven feet, and that the quality of the coal has been maintained; and that he considers it in quality equal to the best in Galt mine.

The Company, we understand, will develop this property as speedily as possible, and will be in a position to ship a large quantity during the coming season.

EDITOR.

The Suez Canal paid a dividend of 17 per cent. in 1882, and is expected to pay 30 per cent. by 1888. The attention of the New York Legislature and the Chicago Tribune is invited to this flagrant instance of making too much money by reasonable charges.—*Monetary Times.*

THE STORM TO THE SOUTH.

CHICAGO, Feb. 10.—The worst effect of the storm appears to be southeast of Chicago. Trains between here and Louisville and Cincinnati are completely blocked. The morning trains east were abandoned except by one line. All incoming trains from the west are six to eighteen hours late. Trains left for the west on time. Freight business on all the roads is practically suspended. Specials furnish the following news: At Galena the blockade is the worst known for several years on the Madison division of the Northwestern road. A passenger train is off the track and in drifts near Lake Mills. Several freight trains are snowed in between Montford and Lancaster. At Eau Claire, Wisconsin, the thermometer indicated 35 below this morning. At La Salle, Ill., at the same time it was 28 below. Within fifteen miles of Streator, Ill., there are a dozen dead engines. Not a single train arrived to-day on either of the five roads running through the city. The Southern Dakota and Northern Nebraska lines are not affected by the storm, as the snowfall was light, and trains are running as usual. At Sterling Ill., it was 22 below this morning, and is growing colder to-night. At one point in Decatur it touched 36 below, though in other parts of the city it was about 20 below. At Mattoon, Ill., it was 26 below. At Paxton, Ill., the range was from 15 to 20 all day. The North-Western Road sent out no through trains, and its consolidated suburban trains were blocked at the city limits. Its train from Milwaukee is in the snow at Ravenswood, a few miles out. Three trains arrived, from two to eight hours late, over the Pennsylvania road. Its trains went out as usual to-night. The Chicago division of the Rock Island road is in fair working order. The Baltimore & Ohio is blocked by a train at Haskell, Ind., and its track is invisible most of the way from that point to Valparaiso. The Wabash has been out of business since yesterday. The Michigan Central had one train in late to-day and sent its usual trains out this afternoon and evening. A way train on the Burlington left at noon, and when heard of to-night was progressing slowly. No trains arrived over this route. The Chicago & Atlantic is blockaded. The Lake Shore seems to have suffered less than the others, and its trains are running nearly on time. Suburban trains in every direction are moving slowly, but many persons fear to risk the night in cars and remain in the city. Cattle at the stock yards are suffering intensely from cold, the sheds being unprotected by roofs. Many stock trains are snowed in on various roads, and as the mercury goes down the hopes of shippers and consignees go down correspondingly. Dealers assert that unless speedily released, most of the cooped up stock will perish, entailing a loss which cannot now be estimated. Twelve cars of cattle were brought to the yard to-day by eight locomotives. "Double-headers" were started out with trains of cattle for the London and Liverpool markets, but after going a short distance it was found impossible to make any headway, and they were returned to the yards. Railroad men report snowbanks fifteen or eighteen feet in height along the Southwestern roads. Thirty-four cars of stock on the Milwaukee & St. Paul came in with twenty-one engines. Thirteen cars of sheep, a few miles out on the Chicago, Burlington &

Quincy, were found frozen to death. At Fifty-ninth street this afternoon the Fort Wayne express was run into head and head, by a switch engine going to the relief of suburban trains. The trainmen saved themselves by jumping. The passengers were badly shaken up. Both engines were wrecked. On the Grand Trunk four engines spent four hours in clearing two miles of track, and two of them were ditched. The weather has been cold all day. At eight o'clock this morning a standard thermometer marked sixteen below, and it remained unchanged until noon. At noon it was fourteen below. The highest period of the day was at six p. m., when it marked sixteen below, and at eight p. m., twenty-two below. Wabash, Ind., reports traffic on the Chicago & Atlantic, and the Cincinnati, Wabash & Michigan completely suspended. Several locomotives sent out by the former company are imbedded in drifts, where they will remain till the weather moderates. The Wabash road is running no freight and has abandoned several passenger trains. It is blowing a hurricane to-night, and is bitterly cold. In Chicago the weather began to moderate at eleven o'clock, and at midnight the temperature had risen two degrees, to twenty below.

Chicago seems to have been the centre of the snow area, and for the distance of about sixty miles in every direction it has fallen to great depth and is drifting badly. Most of it was very moist when it fell, which makes it very heavy, and as hard to handle almost as sand, having since been frozen hard and ground almost to powder by drifting. The level character of the country in every direction and its freedom from forests facilitates its carriage by wind and lodgment wherever a railroad cut furnishes a place for it to drop into. In consequence of this and of the extremely low temperature which has prevailed all day, most of the railroads are in a worse condition, if that were possible, than they were yesterday. It is next to impossible for men to work and about as difficult to keep steam up in engines. From every direction report comes of engines "dead" and sidetracked. The Chicago and Alton road sent out no trains to-day, nor did any come in. The track is blocked at Braceville by a train in the snow which left here yesterday. The Pandhandle road had no trains either in or out.

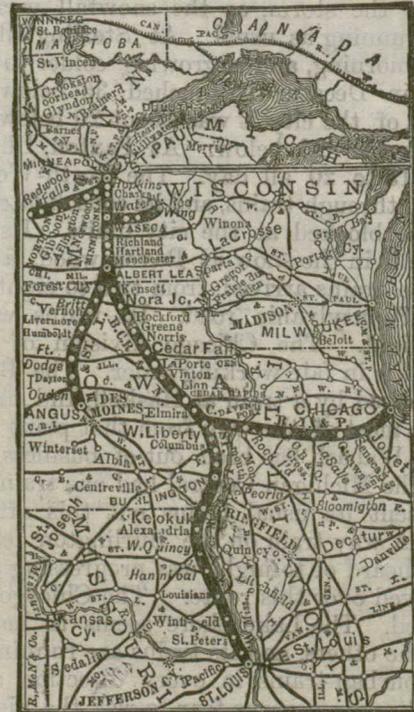
It is an extremely favorable sign for the industrial and commercial future of Alabama that the lower house of its general assembly is hostile to legislation and aims to restrict and hamper the Railway interests of that State. Two of the three members of the present board of Railway Commissioners had prepared six bills the general effect of which, if they had become laws, would have been to largely increase the power of the board to interfere with the management of the railways of Alabama by their owners. The house has killed all these bills, while they were yet in the first stages of their transformation into laws, thus showing very plainly that further agitation of the "Railway question" was not desired by that body. As its members were recently elected it may be concluded that they fairly represent the general public in this matter. The splendid material resources of Alabama furnish unanswerable reasons for encouraging instead of repelling railway capital. *Railway Age.*

EXTINCTION OF THE BUFFALO.

I have observed a note on the above subject in *The Field* for the 3rd inst., and having lately seen a good deal of the country which was formerly the home of the buffalo, perhaps I may be permitted to add a few remarks. I fancy people in this country have no idea of the rapidity with which the extinction of this animal has gone on during the last two years. It is probable that a few individuals will yet be found; but it would surprise me but little were an inquiry to reveal the fact that the last of the Buffaloes has now disappeared from the face of the plains. In this opinion I may be wrong, for reliable information upon any subject is a very rare article out West; but, although I have been long distances out over the Union-Central, Northern and Canadian Pacific Railways, I have never yet seen a live wild buffalo. I doubt the correctness of your correspondent's statement that "the main herd has crossed the Saskatchewan River into Canada," for, to do this, it would require to have crossed the line of the Canadian Pacific Railway, along which one hears that the main herd has gone south across the boundary. I have been over the line as far as the crossing of the Saskatchewan, and I believe it is a fact that no buffaloes have been seen along it for fully two years. If the information obtainable is at all to be relied upon, I think it may be regarded as certain that there are now none between the Railway and the United States boundary-line—probably none, or very few, between it and the Northern Pacific road. In October last I year saw the head of a Buffalo, with the hair and dried flesh still attached, over the the door of a settler's shanty in Manitoba. The animal was said to have formed one of a herd of several seen during the previous winter by a gang of advanced graders working on the line in the neighborhood of the Cypress Hills. There are said to be still a few of the animals left near the extreme northerly extension of the plains about the Peace River; but of this I know nothing. Last July I had occasion to go out over the Northern Pacific Railway from St. Paul to Helena and back, but all the testimony I received went to show that no buffaloes are now to be found within at least fifty miles of the track. The engine driver, going West, said he saw one in the distance, but I did not believe him. It is certain, however, that there were plenty close to the line two years since, before its completion. Even the guide books issued last year (1884) contain the following: "The Antelope, Buffalo, and Elk, which have occasionally been seen since we crossed the Missouri River, bounding away before the thundering locomotive and its train of cars, now appear in greater numbers (*i. e.*, after crossing the Montana boundary), and either from the windows or the platforms of the moving train we may test the accuracy of our aim and the range of our six-shooters, by firing at the retreating herd" (*vide* "The Wonderland of the World," p. 21). It is, however, pretty certain that such a scene has now been witnessed for the last time. The mountain bison, which seems to be always regarded as a distinct species, almost certainly still exists, but in unknown numbers, on the ranges in and surrounding the Yellowstone Park, especially on the Clark's Fork Range, and one of our guides assured me that he could conduct me to a place, within two easy days' ride of the Mam-

moth Hot Springs Hotel, where there was every probability of my seeing one; but time and a companion were wanting. Quite an extensive industry has recently arisen in connection with the gathering up of the old Buffaloes' bones which strew the plains, and "shipping" them eastward for the purpose of making artificial manures. Large heaps, a yard or two in height, are to be seen at most of the stations along the Northern Pacific, and I saw men and waggons at work bringing in more, while no less than forty-eight tons, valued at \$312, and gathered on the plains around Regina, (N. W. T.), recently passed through Winnipeg over the Canadian Pacific Railway.—Robt. Miller Christy (Chignal St. James, near Chelmsford, Jan. 7.)—*The Field*, London, England

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IMMIGRATION TO MANITOBA.

It seems, if current rumors are to be credited, that the Canadian Government is taking a new departure in the way of inducing immigration from the United States into Manitoba, and are seeking to interest gentlemen on this side of the international boundary in immigration work. The Journal understands that Mr. R. B. Mumford, of Glyndon, this State, who is now in Winnipeg, is considering the advisability of transferring his allegiance as a citizen of the United States, to that of a subject of Her Majesty the Queen, to the extent, at least, of diverting emigration from the line of the Northern Pacific, in which work he has done efficient service during the last ten years, to the line of the Canadian Pacific. The Journal ventures the suggestion, that if the Dominion Government succeeds in engaging Mr. Mumford in its immigration work, it will have secured the aid and influence of an exceedingly efficient agent, and the Yankee Northwest will have lost one of its most valuable aids to immigration.—*The Rice County Journal, Minn.*

As a consequence of the ever-increasing population of this country the stream of emigration must continue to go on for an indefinite period. Considering the area of this kingdom, it is marvellous that the means of making a living should be found here by so many millions of people. But there is, of course, a limit to our resources in that respect, and that limit was reached

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N. F. HAGEL.

GHENT DAVIS.

long ago. If there had been no such outlet for our surplus population as that provided by journeying to other lands sparsely inhabited, the condition of England to-day would have been terrible indeed. As it is, our position among nations has really been strengthened by the foundation of those great colonies which will ere long be bound more closely to the mother country by federation. Even those of England's sons, and they are not a few, who annually take up their abode among the members of the Great Republic across the Atlantic may be trusted to cherish the friendliest feeling towards the land of their birth. Indeed, many of these prove their love for the old country after many years of absence and successful labor by returning to it to spend among familiar scenes the evening of their days. The Board of Trade has just issued a return of the numbers, nationalities, and destinations of passengers who have left these shores during the last ten months for places not in Europe. Those of foreign birth need not be taken into account, though their numbers are by no means insignificant. Dealing, then, with persons known to be natives of these isles, it appears that nearly two hundred and twenty thousand individuals set sail during the period mentioned. This shows a falling off as compared with the statistics of the corresponding months of the preceding year of about seventy-two thousand. It is noticeable, too, that the diminution is even greater, comparatively, in the case of Irish emigrants.—*Guardian.*

About 1,250,000 cat-skins are used annually by furriers, and about 350,000 skunk-skins.

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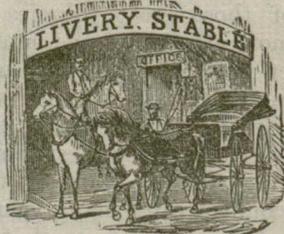
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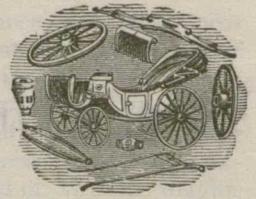
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grief and admiration of his country will find expression in some great material monument; and the richest and the noblest that the sculptor's art could produce would be well deserved. But "the labor of an age in piled stones" is not necessary to keep alive the memory of one whose life was its own best monument. That life has done much for this generation. It has served conspicuously to remind us that the age of chivalry is not dead; that chivalry in the highest sense is rare indeed, but that its influence is as great and as far reaching as of old. It has proved, too, that the English race is in no sense degenerate—if that be needed to be proved to a people which, among much that is sad and sordid, yet sees all around it the daily acts of heroism that its best men and women are performing. Gordon's life and death bear bright and noble witness that even in a materialistic age the ideals of faith, duty, and enthusiasm are living forces still.—From the *London Times*.

INJURING THE COUNTRY.

Mr. A. J. Rollins, of Killarney, returned this morning from an extended trip to Ontario, whence he has been shipping horses for the Brandon market and mares for his ranche at Killarney. A *Times* reporter interviewed him regarding the feeling in Ontario respecting Manitoba, and found that he had been confronted on every hand by the insane anti-immigration resolution passed by the Farmers' Union last winter. "The members of the Farmers' Union," said Mr. Rollins, "don't know how much injury they are doing this country below. Times are worse in Ontario than they are here. If the farmers would go home and work on their farms and stick to work as farmers do in Ontario—if they would save the five-cent pieces as people in Ontario have to do to make a living on their farms—and if they would quit political agitation and attend to business, they would be a great deal happier persons in Manitoba. If they don't stop this injurious nonsense, we will send for the dynamiters to blow them up, as their present actions are positively killing the country. All Ontario is flooded with literature about Dakota, and large posters declaring the farmers of Manitoba have stated that this is not a country to live in. How can immigration be expected in view of these facts. At Chicago, Milwaukee and St. Paul you hear the same story repeated, and Dakota land agents travel around persuading people coming to Manitoba to stay away from this country. There were four young men from Ontario going to Regina and they were travelling on the same train as myself. A Dakota land agent swooped down on them at Milwaukee and travelled the whole way to St. Paul, persuading them to try Dakota in preference to Manitoba. 'The farmers of Manitoba,' he argued, 'have declared that it is no country for immigrants. These farmers know the country. You don't. Why then go there in the face of such a statement?' The argument was unanswerable. Three of the four got off the train at Glyndon last night—only one proceeded to Regina. This is but one instance of the effects of the Farmers' Union agitation. Then talk about railway

monopoly! Why most of Ontario is groaning beneath a greater monopoly than is here—the Grand Trunk railway. Travel about Ontario as I have done and you will come to the same conclusion." Mr. T. S. McNary, of Cartwright, who was present when Mr. Rollins was speaking to the reporter, said that he coincided with all that Mr. Rollins said, but he did not believe he had spoken strongly enough on the subject. He strongly condemns the Union and has been persuading the farmers in his county to leave it alone.—*Winnipeg Times*.

The total production of pure bar tin in all the countries of the world is thirty-six thousand tons a year, and of this twelve thousand tons are brought to the United States. It is asserted that the tin mines in the Black Hills will soon be in a condition to furnish three thousand tons per year.

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The Chicago MINING REVIEW, in matter and manner, is now the leading mining journal in the East.—*Arizona Sentinel*, Arizona.

The Chicago MINING REVIEW, has entered upon its tenth year. The REVIEW is one of our best exchanges, and we wish it well.—*Alta Arizona*, Arizona.

The Chicago MINING REVIEW is a standard weekly mining paper, ably edited, newsy and handsomely printed.—*Mining Journal*, Maryland.

On the subject of geology, Duff Porter, editor of the Chicago MINING REVIEW, is the most eloquent writer of the age.—*Homer Mining Index*, Cal.



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GENERAL C. G. GORDON, C.B., R.E.

All that has recently been told of Gordon's youth proves that he made his mark, and showed of what stuff he was made, very early in his career—not indeed at Woolwich, but in the trenches before Sebastopol. whither he went at the age of one-and-twenty. The peculiar religious beliefs which colored his whole later life had not then taken possession of him; but the character was essentially the same then as always. The story which we tell this morning of his leaping on the bastion in the face of the Russian sharpshooters, by way of shaming a corporal into doing his duty, is thoroughly characteristic; it is of a piece with his leading the storming parties in China, armed with but a cane. Devotion of this rare kind was even then accompanied with the highest military aptitudes and with the strictest performance of his purely professional duties; his services as an engineer officer were conspicuous, and were highly valued by his official superiors, when, after the war was over, the young subaltern served on the Delimitation Commissions both in Bessarabia and Armenia. The next four years he seems to have spent at Chatham in the routine of his profession; but in 1860 he took the step which, as it eventually happened, was to be the decisive step of his life. He went to China, to join the British force which was co-operating with the French in endeavouring to compel respect for the Elgin Treaty; he was present in the march on Peking, and in the attack on the Summer Palace; he was stationed at Tientsin for the two following years; and he found himself at Shanghai during the critical time of the Taiping rebellion. In March, 1863, at thirty years of age, and holding only the brevet rank of Major in the English Army, he took the command of the 3,000 Chinese Imperialists to whom was committed the forlorn hope of defeating and crushing the hordes of ferocious insurgents who had for a long time past been desolating the richest Province of the Chinese Empire and shaking the established authority to its foundations. How he performed his task, with what extraordinary combination of discipline and dash, courage and sympathy, enthusiasm and resource, he succeeded in making his ragged regiment into an army, and in taking fort after fort and city after city, is well known to all the world. In fourteen months, with but a handful of fighting men, and hampered by the corruptest officials in the world, he succeeded in completely suppressing a rebellion which, as is only fully realized by those who were in China at the time, has never been equalled in point of sheer wanton destructiveness since the days of Tamperlane. Gordon's task, as he conceived it, was simple. He knew that the officials of Peking were corrupt, but he saw that the rebels would put nothing better in their place; and he believed in Li Hung Chang. He carried out his achievement with that same unique combination of inventiveness and energy, self-devotion and sympathetic understanding of his materials, that the world has since then learned to identify with his name. The Chinese Empire was saved from anarchy; and Gordon, henceforth "Chinese Gordon," refusing all reward, went back to his ordinary work as a simple officer of the British Army.

He had achieved the first great work of his life, but much else remained. At Gravesend, where he was employed in improving the defences of the Thames,

he set himself, according to the now familiar story, to reclaim scores of the young waifs and strays of London, and succeeded in making many a little outcast into an excellent servant of his country. Then he became Consul at Galatz, and was lost to view for three years, to emerge suddenly, at the end of 1873, as the successor of Sir Samuel Baker in the government of the Egyptian Soudan. Here, in two periods of less than two years each and mainly by peaceful means, he achieved the second great work of his life; a work which only causes independent of himself have made to be less permanent than his achievement in China. He surveyed the White Nile up to Gondokoro; he prepared the way for the abolition of the slave trade; he began the disbanding of the Bashi-Bazouks who encouraged it and tempted the people to revolt against their cruelties and exactions; he conciliated and pacified the people; and he spread the belief in his own name almost as successfully as he had spread it in China. Once he had resigned and returned to England; but Ismail begged him to go back, and he consented. Then, on the accession of Tewfik, he resigned once more, on the ground that he had done as much as any one man could do. There is an unpublished story of a conversation which he had at that time with an English official in Cairo, which throws a good deal of light both on his character and on the problem of government in those barbarous regions. "I shall go," he said, "and you must get a man to succeed me—if you can. But I do not deny that he will want three qualifications which are seldom found together. First, he must have my iron constitution; for Khar-toum is too much for any one who has not. Then, he must have my contempt for money; otherwise the people will never believe in his sincerity. Lastly he must have my contempt for death." Such a man was not found; and the Eastern Soudan relapsed into the state of administrative chaos of which the Mahdi, the representative alike of the vested interests of the slave-holders and of Mussulman fanaticism, is the outcome. There is no need to tell more of the heroic but painful story—how Gordon, called away from the equally superhuman task of coping with slavery on the Upper Congo, was sent a year ago to try to re-settle the Soudan, to bring away the Egyptian garrisons, and to divide the region, if possible, among the petty sultans who would be strong enough to maintain order. He went, as all the world knows, unaided. He had but one English companion, the lamented Colonel Stewart; his self-devotion asked no more. Still, it became very soon apparent that if his mission was to succeed he must be supported from England; and we, unlike some of those who are now ostentatiously lamenting him, lost no opportunity of urging the Government to send support. The Government was silent, and for many months General Gordon had to employ against the besieging forces that endless resource, that unbounded ingenuity, in which he stood alone, and which make the story told by our late correspondent, Mr. Power, a document almost without a parallel among military annals.

The marvellous career, it is to be feared, is now ended. The life is over; at the moment when relief was at hand, treachery did that which force could not do, and Gordon, if we are to believe the too probable story, fell with the fall of Khartoum. All is over except his influence, his example, his name. Probably the

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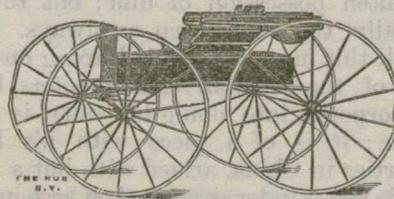
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One-half of the entire orange crop of Florida is raised within a radius of twenty-four miles around Ocala.

Boston taxpayers have to pay \$12,19 on each \$1,000 of assessed valuation for current municipal expenditure. Rates have doubled in twenty years.

While the ice carnival may bring fish to the net of Montreal, it is not popular with the other cities in Canada. The Sarnia Canadian declares that Americans in general, through hearing of nothing save snow-shoes, toboggans, and ice palaces, get the idea that Ontario is a "frozen up country," with nine months of winter. "Not one out of a hundred of the people of Ontario," says The Canadian, "know what a toboggan is like, and not one out of a thousand uses snow-shoes."

An interesting little letter appears in the Times from the governor of the Gas Light and Coke Company as to the cost of a London fog. On last Tuesday, the 20th inst., we suffered from a fog of fairly average density, which necessitated the burning of gas nearly the whole day. The result was that this single gas company had to deliver 35,000,000 cubic feet of gas above the corresponding day of the previous year, an increase of 37 per cent. The cost to the public from this one day's darkness in extra gas bills alone was £5250, and the manufacture of the extra supply of gas necessitated the carbonization of 3500 tons of coal, one ton of coal producing 1000 feet of gas on the average. The quantity of gas delivered last Tuesday was 96,000,000 cubic feet, the largest quantity ever sent out in one day.

CANADA IN ENGLAND.

TORONTO, Nov. 15.—A special cablegram to the *Mail* from London states that the accounts of Canada brought home by the members of the British Association for the Advancement of Science have attracted universal interest among the rural population. The letters of Dr. Edmunds, the well-known physician and medical health officer of the parish of St. James, have been published in several influential newspapers, while Sir Richard Temple's lectures have been read with avidity in the Midland counties, where he is so well known and highly respected. Letters from members of the Association have also appeared in large numbers in leading Irish and Scotch newspapers. As these eminent gentlemen speak from a direct personal knowledge of the subject, several of them, like Dr. Cheadle and Prof. Sheldon, being recognized authorities on agriculture, their letters and lectures have carried infinitely more weight than that attached to the ordinary emigration pamphlets. There is the best ground for saying that a large stream of emigration will find its way to the Northwest during the coming year. The London agents of the Australian colonies confess that the shrewdest move made by Canada in a long time was the securing of the meeting of the Association in Montreal, and the visit of its members to the Northwest under the auspices of the Canadian Pacific Railway. *The Star*.

WHO SHOULD COME TO THE NORTH-WEST.

The indications are that this year the influx of settlers will be largely in excess of any previous year. There are to-day greater inducements for settlers than at any previous period. Pauper immigrants are not wanted. Farmers with small capital, farm laborers, laborers to work on railway constructions, and domestic servants, are the classes required. In the earlier history of Manitoba, the idea seems to have prevailed that men of all kinds were wanted, and that they had only to land in the Province with a dollar or two in their pockets, regardless of their occupation, to at once find employment at high wages and rapidly accumulate wealth. Never was a greater mistake made, and the sooner it is exposed, the better it will be for intending emigrants and for the future of the great North-West.

For the capitalists, there is an unlimited field in business enterprises, land transactions, and loaning, in which good security and a high rate of interest can be obtained. For the farmer of means there is a chance to settle his sons on farms, or to obtain for himself a much larger area of land than he can secure in the older Provinces, and the consequent improved opportunity of making money afforded by conducting his business on a more extensive scale. The tenant farmer, or the farmer's son with from \$500 to \$1,000 capital, can obtain a good sized farm, and the necessary stock and implements to secure a revenue from it within a year; a moderate number of farm laborers can find employment in the earlier settled portions of the Province at good wages; railway laborers are in demand, and good female domestic servants will have no difficulty in finding employment. To other classes the writer's advice is, do not

come, unless you secure employment before leaving home. The labor market, outside of the classes to which reference has already been made, is well supplied, and, at present, there is no demand for other kinds of labor. Mechanics, clerks, book-keepers, &c., are here in abundance, and others coming out "on spec" are more than likely to have a hard time. Persons intending to farm should have at least \$500 in cash, over and above the expenses of their journey to Manitoba. This is a minimum amount. Those with large families should have more, as a year's provisions will have to be purchased before crops can be secured to yield a return in cash. These amounts are named on the supposition that free grants of land from the government will be taken up. If it is intended to purchase, more ready money will be required. A farmer with a capital of \$2,000 can secure a good farm of 160 acres, even supposing he has to pay \$5 per acre for it, and provide himself with a reasonably comfortable house, the necessary out-buildings, a yoke of oxen, a cow, some pigs, a plough, pair of harrows, and everything necessary to give him a good start, and ensure to him the securing of a comfortable home, for a less amount than he would be called on to pay in Great Britain for a single year's rent.

A settler's outfit should be as follows, the cost quoted being based on the actual experience of many who have been consulted on this point:—

Yoke of oxen.....	\$125
Red River cart.....	15
Harness.....	10
Cow.....	35
Plough.....	25
Harrows.....	20
Stoves, beds and other furniture....	100
Chains, axes, shovels, etc.....	30
Building sundries.....	30
Seeds, etc.....	10
	<hr/>
	\$400

This is put at the lowest amount possible, British tenant farmers with some capital, or farmers selling out their farms in other portions of Canada before removing, could, of course, afford to go to a greater outlay and secure greater comforts in their household arrangements. After the first year, steady annual receipts from sales of produce may be depended on, and should any little hardship be experienced, the settler will have the satisfaction of knowing, that he has acquired a freehold from which he cannot be evicted, and which will enable him to procure a comfortable living for the first few years, and subsequently a substantial competency.—*Northwestern Canada*.

A large percentage of the voting population of the United States, can remember when no one supposed that the Union Pacific Railway Company, would ever be called upon to repay the funds given it by the Government in aid of the construction of its road. And even now an overwhelming majority of the people are perfectly willing that the Company should be granted the most liberal terms for the liquidation of that debt. It is only a few politicians and newspapers who are insisting on the pound of flesh—which, indeed, is not nominated in the bond.—*Railway Age*.

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When the sale is made subject to cultivation, A REBATE of one half of the purchase price will be allowed on the quantity cultivated and will be applied on the next payment falling due.

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

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

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

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

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

J. H. McTAVISH,

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SNOW-BOUND ONTARIO.

To the Editor of the *Winnipeg Times*.

SIR:—Thinking a few lines from me would interest some of your readers in Manitoba, I contribute the following: I live at Killarney, County of Turtle Mountain, Manitoba, and came to Ontario about three weeks ago, to find the country snowed up, the thermometer thirty-four below zero. I came to Exeter, county of Huron, and tried to see my friends, but I found it almost impossible to drive through the country.

Last Monday I came to Wingham and am storm-stayed ever since. The snow-plough left here three days ago to clear the road to Kincardine with sixty men on board and fifty-eight of them returned to-night frozen, some of them badly. I met an old friend, Mr. Rockey, who tried to drive me to Walkerton, but we had to turn round on account of snow blockades. Anything worse than the weather here at present is not desirable in any country, and it is a good lot worse than anything I ever saw in Manitoba, or ever expect to see.

I only wish myself back in Manitoba again where I expect to be in about three weeks if it stops snowing and blowing. I also find the Farmers' Union Anti-Immigration Resolution of last winter has prejudiced the minds of many, very many, good, sensible farmers and others who were thinking of coming to our country. I feel sorry for it for our sakes as well as theirs, but I feel sure time will settle it all in our favor. I have many other things to say of which you will hear later.

Yours, etc.,

A. J. ROLLINS.

Snowed in at Wingham, Feb. 12th.

FROM THE LONDON "FIELD."

Manitoba.—A Gentleman residing a short distance from Winnipeg, and farming two large farms, receives four pupils to instruct in stock-raising and farming. Terms, including board, £40 per half year, payable in advance.

The above advertisement speaks for itself, and is in character with numerous notices of a similar kind, that appear in English newspapers and periodicals from time to time. With reference to all such notices we are in a position to state that any young gentleman who is of industrious and temperate habits and who is willing to work, can find plenty of opportunities for a home in this country, where his services for at least five months in the year will be considered adequate remuneration for instruction in stock-raising and farming including board. As numerous impositions of this kind have been practised on young men in the past, we take this opportunity of placing the matter in its true light. Young men beware of all such notices.

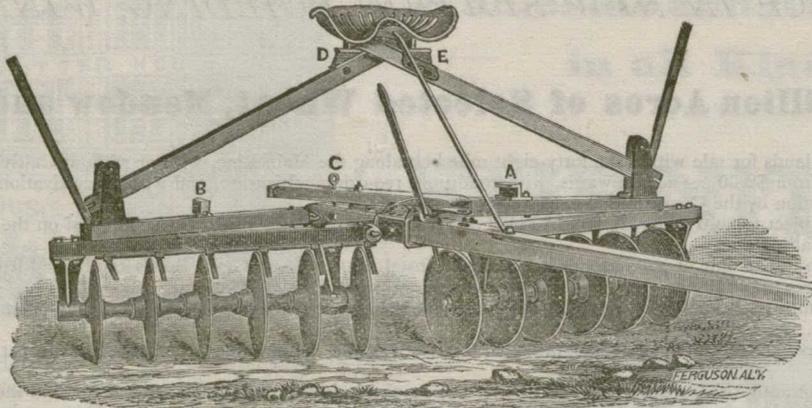
Mr. W. W. Ogilvie, the great grain buyer and miller of Canada, who came down from the line of the Canadian Pacific Railway a few days ago, informs us that the road will be completed to the Pacific ocean by September 1st, and that it is the purpose of the management to formally open it by an excursion about the 22nd. of that month. A remarkable fact connected with this work is the completion of the Mountain division under the excellent management of construction Manager Ross, for four million dollars less than the official estimate.—*Railway Age*.

JOHN ELLIOTT & SON,

LONDON AND WINNIPEG,

MANUFACTURERS OF AGRICULTURAL IMPLEMENTS OF ALL KINDS.

- M'CORMICK BINDERS.
- WARRIOR MOWERS.
- CHAMPION HAY RAKES.
- RANDALL DISC HARROWS.
- GRAIN CRUSHERS.
- IRON TOOTH HARROWS.



- CHAMPION SEEDERS.
- FARM WAGONS.
- SULKY PLOWS.
- BREAKER PLOWS.
- BACKSETTING PLOWS.
- AND ALL OTHER IMPLEMENTS NEEDED IN FARMING.

Warehouses at Emerson, Gretna, Manitou, Carberry, Portage, Brandon, Virden, Moosomin, and all principal points from Emerson to Calgary. We make all our own goods, and carry a large stock of all the duplicate parts for repairing, which can be had at any of our warehouses. Satisfaction guaranteed. Lowest Prices.

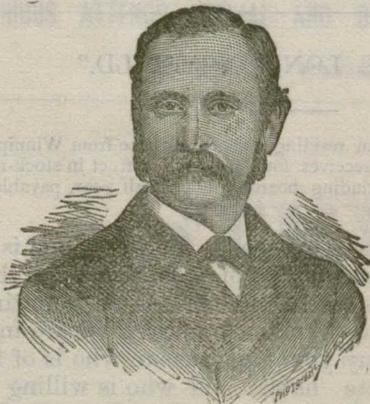
FACTORIES—London, Ont. Head Offices for Manitoba—Winnipeg.

JOHN WILLIAMS, Manager.

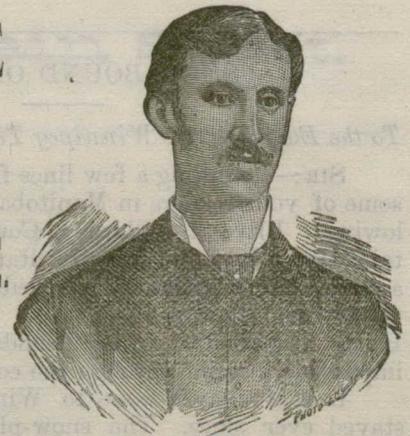
THE GLOBE
CLOTHING

AND

MERCHANT TAILORING HOUSE.



P. BROWN.



A. B. COBLENTZ.

Gent's Furnishings, Hats, Caps, Furs, etc.
Largest and best selected stock in the North-West.
OUR SUCCESS—Small Profits and Quick Returns.

BROWN & COBLENTZ,

CHAMPION CLOTHIERS AND MERCHANT TAILORS.

Give us a Call and be convinced.

612 Main Street, Winnipeg, Manitoba.

Those who have tried Canadian winters, tell us no more than the truth when they say that the variations of the English climate are more to be dreaded than the equable lowness of the temperature in the Dominion.—*The Times*.

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

It is astonishing to see the ignorance of Englishmen generally respecting the true character and resources of this splendid colony. In each of the farms is a mine of wealth, and it only needs strong arms and clear heads to develop it.—*Daily News*.

It certainly is pleasing to reflect that thousands of families have found independence, if not comparative wealth, in our Canadian possessions, who, had they remained at home, might still find difficulty in procuring the means of living. A large and still augmenting class of farmers have here attained to competence and ease.—*Morning Advertiser*.

SPECIAL CORRESPONDENCE.

It is, as we stated in our last issue, our intention from time to time to let the Country speak for itself, by giving the settler's own account of their experiences verbatim. The following original letter also comes from the County of Westbourne, to which we have before alluded:—

WESTBOURNE, Manitoba, Nov. 13th 1884.

Dear Sir,—Mr. Sanford wrote me some short time ago asking for some facts regarding farming in this "county" with a view to publishing the same in a pamphlet, he purposes having printed with the intention of aiding the colonization plan you explained to me and which I think is a sound one. I have just returned from an inspection for the government for say 30,000 acres, being part of the school lands in this county, and although from what I have seen and the reliable information gathered by the war, I might be able to write about the county as a whole, yet it may be better if my remarks are confined to Ward One (say 172,000 acres) which ward is this year represented by me in the council; and also to stock farming, the business I am engaged in, leaving to others, to write about grain raising which at present is not much gone into in the eastern part of the county, as in the west; although a great deal of the land in this ward cannot be excelled for wheat raising by any in the Province and much that is now too wet for grain raising will when Mr. Sanford's drainage plans are carried out, class as A 1 grain producing soil, being almost entirely rich black loam, with friable clay subsoil. Now as to cattle raising here, although I am well satisfied with my experience of about six years that cattle thrive exceedingly well, and that this section west of "Lake Manitoba" is particularly well adapted to raising them, it is pleasing sometimes to get an opinion on our cattle by strangers to the country, especially when one is sure that they know what they are talking about. One of these gentlemen Mr. C. I. Alloway, veterinary surgeon, Montreal, and owner of a herd of imported Polled Aberdeen or Angus cattle, was in Manitoba a few weeks ago, visited the herds in this neighborhood and saw my small lot of short horn grades. I copy an extract from a letter from him published in the *Montreal Herald* 16th Oct. 1884, on the general prospects of settlers in this country, he says:—

"Those who have devoted attention to the introduction of cattle have shown energy and discrimination, as not only the quantity but the quality of the stock were especially noticeable. Nowhere in the Dominion was it my lot to see finer specimens of the bovine race than I saw a short distance from Portage la Prairie. Among the many herds I visited, that of Mr. Lynch, at Westbourne, was particularly excellent. He has at present seventy head of thoroughbred short-horns, and although subjected to the most ordinary treatment, fed on nothing but prairie grass and allowed absolute freedom, the entire herd were in prime order, the older ones being of enormous proportions. Other herds in this immediate section were living proofs of the nutritive properties of the native prairie hay."

Mr. Alloway is known to be a good judge of horses and cattle, and as he lives not very far from the farm where the famous "Cochrane" short-horns are raised,

animals that have taken the highest prices paid in England for thoroughbreds, his opinion should be encouraging to any one raising stock here who has not seen foreign herds. I have seen cattle in other countries than this, and am certain that the ordinary run of grade cattle here cannot be beaten, as they keep healthy all the time and grow large, having such immense quantity and variety of grasses to fatten them. I have been asked many times what per centage money would bring if invested in cattle here.

So much depends upon individual management that it would be hard to name a rate, but if any one will work out the problem and figure on the natural increase of stock where there is no disease, with cost of feed reduced to a minimum, he will find that the profit on the investment will be enough to satisfy any one who is not hastening to get rich too fast. It was after seeing the herds in this neighborhood, and getting figures from the very Mr. Lynch mentioned before, that in 1878 I bought a place and made up my mind to commence cattle raising in the country, and I have found that Mr. Lynch did not exaggerate the profits to be made. Although his herd is a credit to himself and the country, it has been supposed that a near neighbor, Mr. Shannon, has made more money by confining his attention to grade cattle, having all the time the best thoroughbred short-horn bulls he could get.

The butcher's block is the ultimate standard of value for cattle, and the other day a Winnipeg butcher of experience, who has been importing cattle, told me he had paid the outside price to Mr. Shannon for some car-loads of beasts, that for an even, heavy, fat lot, would be hard to beat. Mr. Shannon commenced not many years ago with a small lot of native cattle. His herd of grades is now large and he has been selling steadily for years. There are other herds on or near the Westbourne River that have done as well on a smaller scale, and there is enough land in this Ward alone along Lake Manitoba to feed thousands and thousands of cattle, with only the labor of cutting and feeding two tons of hay per head per annum, and where the grass is in abundance round your cattle-sheds the cost of wintering is but little. My next door neighbor offered to winter a small number of cattle in good stables, and with the best hay, for \$5.00 (about £1 sterling) a head. He had cattle of his own and plenty of room, and would not lose money at that price. Once when I levied labor and everything else, my hay cost \$1.50 (6 shillings 2 pence) per ton, made up in stacks and put on tops of sheds. With my own animals and implements the cost is considerably under that. Here you have your cattle under your eye; they feed close by no need to "rustle" for grass. With ordinary sheds calves can be dropped in loose boxes in the coldest weather with no more risk than in England. In "The Far West" cattle roam, some are lost, stolen or half starved owing to heavy snow storms, and although the ventures often pay, there is speculation in the business. Here, there is none. Your investment is safe and the return sure and ample. The price of cattle has gone down. It was too high. It can go down yet. Transportation has cheapened, it will cheapen more, and while wheat raisers are selling at small profit, cattle sell at a good one. We have no disease here. No Government would stand in this country that did not do its best to

keep it out. There is the Agricultural Statistics and Health Act. Under the Act imported cattle are quarantined, and under that Act, duly appointed professional men here, have absolute authority to kill, destroy, burn and wipe out any infection or contagious disease, and the Act is enforced. Glanders among horses was becoming common. It is nearly stamped out. With us, calves are allowed to suckle their mothers and feed out with them. Many of our farmers have gone in for dairying and feeding calves with skim milk, they make money. Excellent butter and cheese are made in the country and fair prices are got, but I think there is more money in beef raising, certainly there is less labor. As to feeding, hay being so plentiful in this Ward it is fed to cattle entirely. When calves are weaned, a little grain should be given the first winter and the calves kept in a good shed, after that they generally rough it. Some years I have fed roots with steamed bran to calves and found it work well. I have always had faith in turnips, and fancy the belief will stick to me. The other day when up North in the Indian Reserve in this ward, I saw really very fat cattle and very small hay stacks for winter supply and was told the cattle fed in the woods in the winter, the grass being very long, they would hardly eat any hay fed out to them. No roots or grain are given there in any case. The most delicate breeds of cattle thrive with us. Native horses are raised with success in this Ward, they feed out all winter, pawing up the snow. I have had them come in fat in the spring. Some of my friends have raised horses and made them pay. Horses improved on the native breed are more hardy than the imported ones. You can keep native horses well in the hay yard out all the winter without water or grain, as they eat the snow with the hay, but of course you do not expect to work them hard without grain. Imported horses require as much care at first as they did where they were raised. Mules thrive wonderfully and stand the winter well, they are easily kept fat. There are no large flocks of sheep in this Ward, but some of our farmers who have excellent breeds find they do very well and get fat. The price of mutton has hitherto been high, but that of wool low, owing to lack of factories. I bought some yarn the other day for family use made at St. Boniface, opposite Winnipeg, it has been found to be soft, more like Scotch yarn than any Eastern yarn imported into the country, proving the excellence of Manitoba wool. Pigs, principally pure Berkshire, are raised here to good advantage. Pork has brought high prices. Vegetables of every kind grow large here. The specimens at our county show this year were really very fine, the display of potatoes beating anything I have seen in this or any other country. I was pleased to see excellent ripe tomatoes, the only vegetable I have had trouble in getting to ripen in quantities, the soil here is too rich, it has to be prepared with sand. I might copy some odd dates etc., from part of two years from my garden diary :

1879—21st April—Garden seeds put in.

" 7th May—Garden seeds up.

" 15th " —Potatoes up.

" 29th June—Had new potatoes, big as hen's eggs and not forced.

1879—4th July—Planted potatoes in same place as those dug on 29th June; this second crop grew to be

of ordinary size and good when taken up in the fall.

1879—4th Oct.—Fine bouquet of flowers from the garden and four varieties of prairie flowers.

Hops grow wild in quantity. Some parts here are covered with wild roses. Plums, cherries, raspberries, strawberries, cranberries, Saskatoon berries and grapes grow wild in profusion. 1879 was an early year.

1884—25th Feb.—First hen's egg found in hay stack picked up; would have been frozen; the hen had been kept with others in an ordinary hen house not heated in any way.

" 23rd March—First wild duck seen.

" 12th April—First mallard duck shot, 3 lbs.

" 13th " —Six chickens hatched, all lived; the hen was set in a place where frost could not reach her.

" 15th April—River open near the house; fish running up; speared 40 pike.

" 16th April—Killed 150 fish; cleaned with heads off; filled a pork barrel.

" 17th to 23rd April—Shooting ducks and killing fish, largest 15 lbs.; caught some with fly rod; largest 7½ lbs.; smoked 600 fish this spring for family use, slightly salted (they were excellent).

" 22nd April—Frogs heard (in 1879 the date was April 6th, in Manitoba).

" 24th April—Put seeds in cold frame drill; shot wild goose.

" 27th April—Cold.

" 9th May—Cricket Club started play.

" 12th-14th May—Putting seeds in garden.

" 22nd, 23rd—Planting potatoes and Indian corn and sowed turnips, etc., in field.

" 24th May—Cut asparagus, very fine, a few measured 2 to 2¼ inches round butt end and from 12 to 15 inches long.

" 30th May—First rain water caught from house spouts this year.

" 20th June—Hot; first load of hay made and brought in.

" 28th June—Sowed London purple top swedes (they did well, some large specimens in the fall).

" 31st July—Had native Indian corn green for dinner, very nice; this maize ripened early and can be depended upon as a field crop; excellent for cleaning the ground for wheat; Southern maize does not always ripen here; it did this year; the spring was dry, but all the crops that came up early did well; some were thinned by cut worms.

" 1st-10th Oct.—No frost this year to hurt anything worth speaking of.

" 12th-18th Oct.—Indian Summer, warm and lovely.

" 20th Oct.—Froze hard; roots in pits out of danger; at this date in 1879, Brussel sprouts and celery were out and doing well.

" 28th Oct.—Snow,

" 2nd Nov.—Very cold at day break; trees encrusted with hoar frost; beautiful mirage.

" 7th-9th Nov.—Snow going; fine weather.

While I am finishing this letter it looks as if we were to have a second Indian summer; no frost on the ground; cattle all feeding out on the prairie; some wild ducks still lingering. Wild swans went south a few days ago. Wild ducks have been plentiful as usual; we got very large bags. There is good shooting of prairie chickens (grouse), partridges, plover and snipe in this ward. Woodcock are not plentiful. Rabbits, or perhaps, more properly speaking, hares, are numerous this year. For deer, good sport can be had north of us a little, although a good many have been killed out of season by Indians, quite close to us. There is a game protection law to prevent the slaughter out of season. A stock farmer, when his hay is all in, can have weeks of good sport and lay up game enough to last all winter. It will keep, if shot late, hung up and frozen, as people here do with beef and pork. A few remarks about the climate. The notes given will show when spring opens. We have June rains usually. The summer is hot enough but not too hot for working, and the nights are always cool in the country. One gets up refreshed. Some seasons, as in 1883, frost has come in September early enough to spoil grain that ought to have been safe in stack long before, if farmed properly, but usually the fall is very pleasant. When winter sets in it generally starts with good sleighing until spring breaks it up. The winter being dry and cold, without any wet or sleet storms, is peculiarly favorable to cattle, and with sobriety and the most ordinary common sense precaution, there is no danger of one suffering from frost. This Ward being so well sheltered with woods, oak, elm, ash and poplar, no long journeys need be taken for fuel. Coal can be had at a reasonable price. I like the winter here. It is pleasanter than that of Ontario or Quebec, and I have lived for years in both those Provinces as well as in the old Country. There are Church services in this Ward when required. Our school law is admirable. Schools are free, 1,280 acres in every township of six miles square being reserved for school purposes. Now, as to taxes in this Ward: The total direct tax, including school rates, poor, relief and judicial district rate on one hundred and sixty acres of meadow land, say two miles from railway, amount this year, 1884, to \$6.72 (or £1 7s. 7½ sterling); for a farm of say three hundred and twenty acres, with good buildings, cattle shed, implements, stock, etc., a few minutes walk from school and Church of England, and two miles from post-office and railway station, the total tax is 29.26 (or £6, 0s. 3d sterling). These are all the taxes a man may be said to have to pay. There are others on imported goods. The law is strictly enforced in the country, and as a rule there is little crime, the settlers being a good class who mind their own business. When the Dominion Government Works now commenced are completed, Westbourne will be the head of navigation of Lakes Manitoba and Winnipegosis, large timber limits and also limestone and salt, with abundance of whitefish, pike, etc., etc. The latitude of the south line of this Ward is fifty degrees and four minutes north, or the same as that of Land's End, England, so that we are not so near the North Pole as some people imagine. I have said enough, and am dear sir,

Yours faithfully,

(Signed,) WILLIAM RHIND.

CERTAIN TO SUCCEED.

There is one class of people who are sure to be the gainers by emigration from the old States to the fertile prairies of the Northwest—we mean practical farmers, owning small farms on which they can make only a rather straitened livelihood by hard and constant work. Let us take the case of a man who owns forty, fifty or sixty acres in Indiana, Michigan or Ohio. All who know anything about farming in those States, will agree that if he supports a family, pays his taxes and keeps out of debt, he is doing as well as can reasonably be expected. He would be thought exceptionally fortunate if he were able to get a little money ahead to loan to his neighbors at interest. The chances are that he is a borrower instead of a lender.

The farm he tills would probably sell for \$4,000 or \$5,000 if there were good improvements on it. Suppose he should sell out and move west. We will not count the stock and implements, because the money he would get for them would be needed to replace them when he started in his new home. The transportation of his family and all his household movables, and such tools and implements as he would want to keep, would not make a very big hole in his capital. Say that he got upon the ground in one of the new counties of Dakota with \$4,000; how much better off would he be than he was in his old home? He invests \$1,000 in a house and barn, and begins work on a homestead claim. He has \$3,000 left. Practically he is more than that much better off than before. He has his homestead, his stock and farm utensils, and the \$3,000 for cash capital. Besides he has one hundred and sixty acres of land instead of fifty or sixty, and it will produce a good deal more to the acre, because it is rich, virgin soil instead of worn land needing constant manuring.

Probably our emigrant will not be satisfied with his one-hundred-and-sixty-acre homestead, especially if he has boys growing up. He will take a tree claim, and will perhaps buy half a section from the railroad company on ten years' time, so he will have a mile square of productive land. He will till only a small part of this at first, but every year he will increase his acreage under plow. At the end of five years he will prove up on his homestead claim; at the end of seven he will get his title to the tree claim, at the end of ten he will have made all his payments on the railroad land, without much feeling them. All this time he has been making a little money from year to year. Now he has a farm for himself and one for each of his children, and is comfortably fixed for his old age. If he had stayed back there in Ohio or Indiana, or Michigan, he would have grown old with no accumulation of money, without increasing the size of his farm, and without having anything to give his boys when they came of age, to induce them to follow their father's occupation and remain near him. They would have wandered out into the world to make their own way. Is it not plain that emigration would be the best thing for all of this class?

We have reprinted the foregoing article taken from the *North-West*, published in St. Paul, as many of its statements with reference to emigration to Dakota are equally applicable to Manitoba and the Northwest. But what we especially desire to point out is, that if a practical farmer who emigrates from Ohio, or Indiana, or

Michigan to Dakota is "certain to succeed" in that country. he is much more "certain to succeed" in Manitoba or the Northwest, where the land laws are far more liberal and fair to the settler, and where the productiveness of the soil is certainly equally great. As regards the greater liberality of the Canadian land laws, as contrasted with those of the United States, a glance at the following summary of both, taken from the official documents of the two countries will suffice to shew how great the difference is in favor of Manitoba:

CANADA.

The head of a family or any male person not less than 18 years of age is entitled to a homestead entry.

Such entry may be for any quantity not exceeding 160 acres in any lands open therefor, the even-numbered sections on about eighty millions of the most fertile lands being free for selection.

Until the 1st January, 1887, the settler will have the right of pre-emption of an adjoining tract of the same extent as his homestead, which he can purchase at the end of three years at Government prices.

He obtains a patent at the end of three years' residence and cultivation.

He may have a second homestead entry.

He may commute by purchase after one year's residence.

THE UNITED STATES.

Any male person not less than 21 years is entitled to a homestead entry.

Such entry may be for any quantity not exceeding eighty acres in the first or \$2.50 class, or one hundred and sixty acres in the second or \$1.25 class of lands open therefor.

The homestead settler has not the right of pre-emption.

He obtains a patent after five years' residence and cultivation.

He cannot have a second homestead entry.

He may commute by purchase after one year's residence, but it is recommended that this privilege be modified and restricted.

Thus it will be seen that in Canada a man can make his homestead entry two years before he could in the United States, and have his deed two years sooner. In Canada a second homestead is granted; in the United States, not. In Canada a pre-emption is attached to the homestead, but not so in the United States—and so on, showing, as we have stated, that the government of Canada is far more liberal and fair to the settler.

THE OBJECT OF THIS PERIODICAL.

Generally speaking the aim of all Governments as well as private individuals and corporations having lands for settlement, is to have the country in which such lands are situated well written up, or in other words "boomed." In this as in every number of the "Manitoba and North-

west Monthly" we wish clearly and emphatically to state, that our mission (and we believe we have an urgent one) is not to write up, boom or send forth to the world exaggerated statements concerning Manitoba and the Northwest Territories, but simply to give an honest exposition of the resources of the country. To say nothing of the immorality or dishonesty of the policy too often adopted by men who are employed as mere hirelings to write up or boom a country, we are certainly inclined to the view that it is very unwise and impolitic; for every Individual or Immigrant who has been led to visit a country in any character through misrepresentation, exaggeration, or fraud, will, as soon as the deception practised upon him is discovered, become a bitter anti-immigration agent. In the "good old booming days" in this city when honest dealing in a good many instances seemed to be regarded as mere sentiment, and when towns and villages with imaginary Railways were written up simply with a view to deceive: We say, when this was done, and honest men were looked upon as old fogies, then it was that the wind was sown, of which the whirlwind is now being reaped. As the Immigration scheme, of which this journal is one of the chief features, must stand or fall upon its merits, it is our intention, if we fall, to fall upon the side of truth and honesty, believing as we do that these indestructible principles though crushed to earth, will always rise again. To undo in a measure the mischief which has been done, and to restore confidence where confidence has been abused are the chief objects of this journal. Being only human we do not wish to put ourselves forward as the only exponents of the principles which ought to prevail in this and all countries, but on the contrary would prefer to be classed as an humble auxiliary to the various newspapers, pamphlets and other periodicals that are now and are always found advocating honest principles and exposing shams. With this introduction we desire to say that "The Manitoba and Northwest Monthly" is not intended as a general exponent of political principles, but proposes to devote its pages to the questions of Immigration, Agriculture, Mining, Railways, Manufactures, Commerce, Banking and every other interest in this country—which may prove of advantage to our readers. At the same time should any political question or questions arise, the adoption or rejection of which would be likely in our humble judgment to prove beneficial or otherwise to the settlement of this country, then our influence shall be exerted without reference to persons or party, our motto being in this connection "Country before Party."

They are making progress in Selkirk with the project of smelting works. A by-law for a bonus has been formally passed by the town council of East Selkirk, payable in twenty years, and conditional upon the building and maintaining of a forty-ton blast furnace and a staff sufficient. Private capitalists have also secured to the company 50 acres of land free of charge. The company has at this time a gang of men working on their docks and other buildings near to the mines on Big Island in Lake Winnipeg, preparatory to the commencement of work in East Selkirk in the spring.—*Monetary Times.*

Correspondence.

Messrs. J. M. Leet & Co., Winnipeg.

MOOSE JAW, N. W. T., Feb. 16th, 1885.

GENTLEMEN.—I was much gratified on perusal of your first number of the MANITOBA AND NORTHWEST MONTHLY to see the basis upon which you propose to carry on your Immigration Scheme, and must congratulate you and those whose well known names appear as patrons and on your Advisory Board. I trust you will receive that co-operation from the Governments and the Landed and Financial Institutions of the country, which so well meaning and truthful a journal deserves, and with which I feel satisfied that your own talents and indomitable perseverance will bring the scheme to a successful issue. I think I may safely say that our Agricultural Society will be pleased to co-operate with you, in fact at our next meeting I shall ask them to strike a committee for that purpose. I may mention for the information of intending settlers that Moose Jaw is a Divisional Railway town, incorporated, upon the Canada Pacific Railway about 400 miles west of Winnipeg, with a population, at the last census, of about 700, a public school attendance of eighty-three children, churches of different denominations, (Episcopalian, Presbyterian, Roman Catholic and Methodist); Masonic, Odd Fellow's, and Knights of Pythias' Orders; Post office, telegraph and express offices, with necessary number of hotels and stores, and surrounded by an excellent farming country of rolling clay loam soil, good water in the Moose Jaw and Thunder Creeks, also accessible by digging or boring. Coal is selling at \$6.25 a ton, but with prospects of a great reduction next year. Brick, clay and lime stone are abundant. Swan, geese and duck are generally very plentiful upon the lakes and ponds, with plover and snipe on the marshes, and crane, prairie chicken and hare on the prairie, with a scattering of antelope and deer. The herd law is in force so that the expense of fencing is saved. The district returns one Member to the Northwest Council. The land, from profuse rain last fall, is now in prime order, and large crops are anticipated. Settlers can purchase all necessary implements and stock here.

Yours truly,
EDWIN C. K. DAVIES.

OUR CLIMATE.

This "New Canada," as we style Manitoba and the North-West Territories, has been a great sufferer from misrepresentation. Defect and beauty alike have been exaggerated, with one result—the discredit of the country. In no direction has it suffered so unjustly as in respect to its climate. We distinctly affirm that the prevalent conception abroad on this head is entirely erroneous. There was a time when it was the interest of a great company to depict this country as a barren, ice-bound waste, the echoes of whose dismal solitudes should never awaken, save to the report of the hunter's rifle, or the fisherman's lonely voice. Our brethren to

the eastward think of us as we do of the Esquimaux; our cousins to the south have hung up before the eyes of the nations such a picture of our wintry horrors as would cause men's teeth to chatter under the blazing suns of the torrid zone. Harrowing tales have been told far and wide, of tea-pots freezing on stoves; children in their beds; ears dropping off men's heads as they cut their way through solid blocks of frozen atmosphere; faces denasalized; hands digitated! Eastern papers speak of Winnipeg as if the North Pole furnished the flag-staff for the Government House; and the whole world shudders and turns up its fur collar at mention of the Canadian North-West. What are the facts? The facts are, that our climate will bear comparison with almost any north of the forty-fifth parallel, and with not a few south of that line. It causes ten-fold more shuddering and shivering abroad than it does at home. True, our winters *are* cold; at least the thermometer says so. From December to March the mercury does a big business among the "tens," "twenties" and "thirties" below. It is one long, solid pull; there is no discount on that. There is neither slush on the streets, nor icicle pendent from weeping eaves. The skin pricks, the ear snaps, the fingers tingle. That is all. Nobody *feels* cold. The fire of pure oxygen within keeps up a fervid glow of warmth, from centre to circumference. Biting blasts are comparatively rare. As a rule, when the thermometer marks thirty or forty below zero, a dead calm prevails. The wind holds its breath, so to speak, and men pass along unconscious of any discomfort, till a look at the glass tells them it is their duty to feel cold. Ah! these glasses! Had they never been, the cold of the North-West had never been heard of. The two great enemies of this country are: The speculator and the thermometer; both equally immoral. The one locks the land away; the other locks the people away. The mercury lies. Its truth it tells is a virtual falsehood. About fifty degrees below is the deepest dip on record here. This sounds frightful to outside ears. This is what it means: Twenty-five degrees at Ottawa; twenty degrees at Quebec; ten degrees at Toronto; five degrees at Chicago; zero at Omaha! In other words, the Ottawaite *feels* as cold at twenty-five degrees, the Quebecer at twenty degrees, the Torontonion at ten degrees, the Chicagoan at five degrees, or the wind-blasted dweller in Nebraska at zero, as does the Manitoban at fifty degrees. This is the true way to interpret thermometers. Justice will not be done all round till somebody invents an instrument that will show, not how cold the *mercury* feels, but how cold the *man* feels.

Again, our winter skies are almost uniformly cloudless. The meteorologist has pronounced Winnipeg the sunniest city on the continent. In Summer, the heavens are usually serene, the days warm, the nights always cool. What could be more animating than a night scene under a Manitoba winter sky—the moon sailing on an upper sea of blue; the stars smiling in the cerulean depths; the white landscape glistening in robes of silver; the streets flashing with crystals; as the sleigh-bells jingle, and the horse-hoof spurns the jewelled pavement and troops of joyous pedestrians pass to and fro, laughing at thermometers? As for the Spring and Summer evenings, let him describe them who has by them been fascinated from his bed; and who has not? This is not

a country of deep snows; of tornadoes; of cyclones; of leaden drizzling skies. Whoever says it is, says what is not true. Snowfalls are light, and drifts insignificant. There are no snow-plows or snow-shovels in Winnipeg. No railway north of St. Louis is destined to be so free from blockades in Winter as is the C. P. R. We have seen more snow piled up in a back lane of Ottawa than we ever saw in the whole City of Winnipeg. We have seen more wind in Nebraska in one week, than we ever saw here in a whole year. Between no two countries could a stronger contrast well exist than that which does exist between Manitoba and Nebraska, *quoad* the wind. In the region last named, a wind that would whisk the hair off your head, blows, on the average, three days out of the seven, not counting cyclones. You lie down at night with raised windows; before morning a northwest blast is on you to cut your throat in your slumbers. This is not a country of high winds, much less of blizzards; at least the blizzard here is a baby beside his Nebraska cousin. Deaths from exposure are seldom heard of. The artificial cavern, that domestic institution so necessary to every homestead in the Western States, will never be known here. In fact we are away above and without the great tornado zone; just as the Hudson Bay route is above the region of fogs. The atmospheric belt where the hot aerial ocean of the South is set fizzing and vapouring by contact with the gelid aerial ocean of the North, traverses a region South of us; and we escape the explosion, which rolls southward and westward, but seldom faces to the north. We have been eye witnesses of more tornadoes and other atmospheric disturbances, even in Ontario than we ever expect to see in the North-west. It is emphatically, by comparison with the States and Provinces south and east of it, a country of meteorological repose. In one adverse item only, does it take the lead, the item of *frost*, and that is frost without the power to chill, so dry is the atmosphere. Late and early frosts are not peculiar to this climate. Judging from the solidity of the long winter and the uniformity of the seasons generally, we are strongly inclined to venture the prediction, that when agricultural operations have attained a mature and vigorous form, we shall be freer from these frosts than most of our neighbors, with their more erratic and whimsical meteorologies.

A soil of unsurpassed fertility, solid frozen in winter, and therefore freely pulverized in spring, with a light covering of snow through which sheep and horses drag out the most abundant and nutrititious grasses; and copious rains just when a farmer wants them,—this ought to make a country. A most pregnant fact is this, the rainy season usually comes in June; the plowing and seed time is dry, so that the seed lies in a warm bed. No sooner has it peeped out and the hot sun begins to smite it, than the clouds intervene and bedew it with genial moisture during the hot summer days. No sowing in mortar and reaping finger-length cereals off cement. The hottest, driest months elsewhere are the moistest here. Of course, since it cannot rain for ever, the harvest time is sunny; and the grain ripens and is reaped without loss. Compare those too numerous districts of America, where the spring rains hinder cultivation and soak the seed; and the sun's fiery furnace, in June and July, desiccates and disheartens the tender blade; and the August rains come down to make the destruction final and complete. Compare England,

where harvesting operations usually resemble a series of midnight sorties from a beleaguered fortress. England, with her soul-piercing east winds, her drizzling skies, her disheartened and ever uncertain agriculturalists. Here we have no stacking or housing of sheaves to let them ripen; no granerizing of the juicy grain to let it dry for market. Into the dry soil goes the seed, up shoots the plant, out comes the long hot day, down comes the rain, away vanish the clouds; the golden grain bends to the breeze; it is cut, threshed, cleaned, bagged, marketed, and converted into cash.

We have dealt at large on the climate, because its so called rigor is so little understood abroad. We have said nothing directly as to its salubrity, for the simple reason that every body admits it to be the most unfriendly climate in the world to the physician. The pure bright atmosphere braces up every body, not excepting the ancient votaries of Bacchus from the drowsy east, who here find the ozone and the oxygen a sufficient substitute for more equivocal beverages. The man who "suicides" here must have brought with him a "balky" liver from "below," or else he had burnt his fingers in the "boom."

We ought to have said that, although the growing season is short, it is blazing hot, so that crops, promptly sown, are certain to come to maturity and be safely gathered. As to their quantity and quality, that is too well known to need one word from us at present. The heat is powerful but not overpowering. The fiery sun-beam falls on a rich, soft absorbent mould or on a carpet of green. There is neither rock, nor gravel, nor sand to make the ball rebound and hit the laborer the second time on the return trip. Hence its fierceness is made the minister of abundance rather than a debilitator of men.

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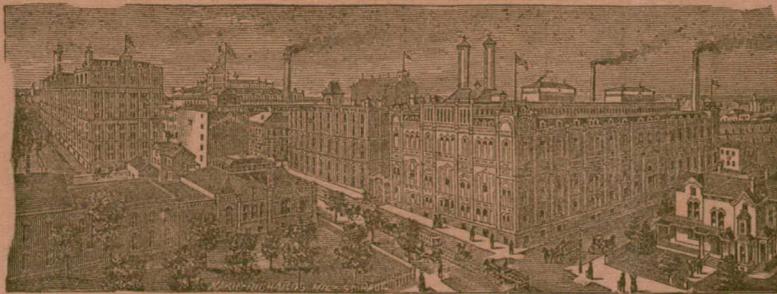
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