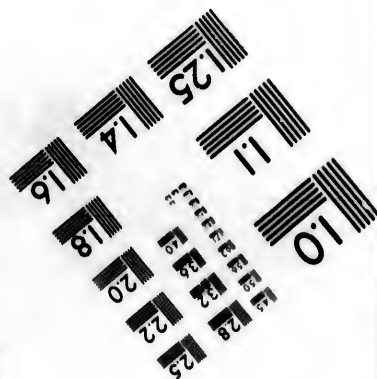
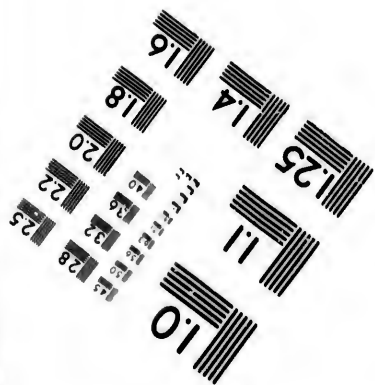
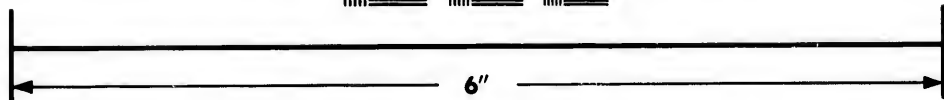
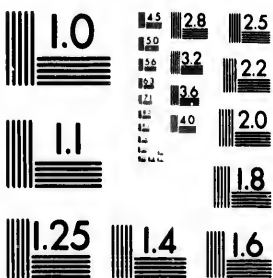


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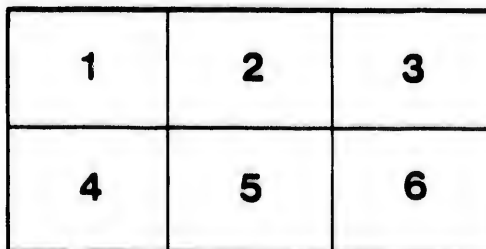
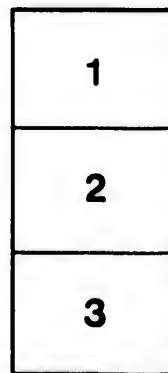
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NORTH-WEST EMIGRATION AID SOCIETY.

Rutherford

Second Circular of the Executive
Committee. Toronto, Ontario Hall, May,
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North West Emigration Aid Society

156 Attention is directed to accompanying Circular.

Further particulars and information generally on North-
West matters may be procured by application to

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MAY, 1871.

SECOND CIRCULAR.

OF THE

EXECUTIVE COMMITTEE

OF THE

North-West Emigration Aid Society.

In their first Circular, issued in October 1870, the Committee published their correspondence with the Government urging the immediate adoption of a Land Policy for the North-West. The Minister of Agriculture promised in his letter of the 23th Sept., 1870, to acquaint the Committee, at an early day, with the Land Regulations then about to be adopted for the Province of Manitoba. The Committee have not had the honour to receive any further communication from the Emigration Department, but they have procured a copy of certain Land Regulations laid before Parliament in February last, and subsequently, on the suggestion of the Hon. W. McDougall, a member of this Committee, amended in some important particulars. The following points may be noted for the information of intending Emigrants :

1. A plan of survey has been adopted similar to that of the United States. The Townships are to be about six miles square ; the sections will contain 360 acres, and the quarter sections, or lots, 160 acres. Roads will be reserved between all sections and townships.

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2. Any male person, over the age of 21 years, may settle upon any unoccupied and ungranted *quarter section*, (after survey), and by such settlement may obtain the privilege of purchasing it for *one dollar* per acre, cash.

3. Or, if he be a British subject by birth or naturalization, he may settle upon and cultivate it for *three* years, and obtain a patent for it as a "Homestead," *without purchase*, except the entry fee of \$10.

4. It appears also, that he may purchase, at the price of *one dollar* per acre, any quantity of adjacent lands, not exceeding 640 acres, which he may find unclaimed and unoccupied at the date of his application.

A *Foreigner* must be naturalized before *patent* (deed) will be issued him.

5. *Local Land Officers* will be appointed, with power to register all claims and to settle all disputes, &c.

6. The Land Office at Ottawa has been placed in charge of Col. Dennis, P. L. S., attached to the Department of the Secretary of State, (Hon. J. C. Aikins), who is now (1st May), organizing a corps of surveyors who will be set to work in Manitoba as soon as possible.

AGRICULTURAL PRODUCTS OF MANITOBA.

From the letters of reliable correspondents in the North-West, and the evidence of credible witnesses before Parliamentary Committees, the following remarks on the *Crops, Soil, and Climate* of the new Province, are submitted for the information of those who contemplate emigration thither.

1. CROPS.—*Wheat* weighs usually from 60–66 lbs. per bushel. The average yield about 35–40 bushels per acre. In one instance, well authenticated, $1\frac{1}{2}$ bushels of common red wheat sown produced a return of 54 bushels of good clean grain, being 36 returns upon the bushel sown. Another instance of 34 bushels sown produced 711 bushels, which is 21 returns for each bushel sown. In another, 12 bushels produced 293 bushels. In the

parish of Kildonan the return was in no instance less than 33 bushels to the acre for the season of 1869, where the land has been cropped for 25 years.

Oats. Average 32 lbs to the bushel. The yield is generally 50 bushels to an acre. Barley, Peas and Onions grow equally well.

Potatoes. Red River equals any country in the world in the productiveness and quality of potatoes. In one instance $2\frac{1}{2}$ bushels, planted, produced 96 bushels. In another, 1 lb. of seed of Early Rose variety produced a crop of 172 lbs. of fine large potatoes, many weighing from one to two pounds each.

Beets, Cabbage, &c., also attain great perfection. An instance is mentioned where two cabbage heads weighed 32 lbs., and a beet weighed 17 lbs. and measured 25 inches in circumference at the top.

Grazing. All authorities agree that this country is unequalled on the continent for the richness of its native grasses, and is peculiarly adapted for stock raising.

2. CLIMATE.—The weather in summer is very similar to that of Ontario, the thermometer sometimes reaching as high as 95 degrees; the nights however are cooler and more pleasant than in this province. In winter the weather is cold but uniform. In consequence, however, of the extreme dryness of the atmosphere the cold is not so much felt. Snow does not usually exceed a depth of 18 inches in Manitoba, and diminishes as you go westward.

The thermometer falls sometimes, but rarely, to 40 degrees below zero. The average of frost and the length of the seasons about the same as Ottawa or Kingston,

Thaws hardly ever occur in the depth of winter. Horses and cattle very often remain out all winter living on the prairie grass.

HINTS TO INTENDING EMIGRANTS.

The Committee now wish to say a word to the intending emigrant. If he be a tradesman or professional man, he must

nevertheless be able and willing to farm in case no other opening should offer upon his arrival in the settlement. It must be borne in mind that the exhaustive labor of clearing land is unnecessary in the North-West. Nature has provided much for the settler there. The vast prairie, with its virgin soil and its luxuriant pasture, is before him, productive beyond any Canadian experience, and capable of sustaining innumerable droves of cattle and horses. One yoke of oxen breaks up the turf everywhere, and men can be hired in the settlement to plough the virgin soil for five dollars per acre. If the emigrant has a large family, he ought to leave behind such members as are sick or infirm, or unable to assist him in the new country, until he has fairly established himself in his new home, when he can send for them. If a man of family, he ought to take with him from Ontario not less than \$500 cash, inclusive of the outfit hereafter specified. Single men may get along very well with \$200 to \$250. Emigrants ought to take farming implements with them, but had better confine themselves to such as are absolutely necessary, such as ploughs, harrow teeth, scythes, &c., unless they can afford to take through patent rakes and seed drills, mowers and reapers—which indeed are almost a necessity, and can be used everywhere in the North-West. Threshing machines can be purchased in Minnesota. It is well to remind the emigrant that he will be at no expense in building a barn for storing his crop. The dryness of the climate admits of the stacking of grain in the fields, where it is also threshed out.

OUTFIT.

The following is what a good outfit should consist of: Usual winter clothing, of which 100 lbs. including trunk or case will be carried free to western limit of railway travel; 2 pairs good Mackinaw blankets; 1 heavy quilt; 1 India-rubber blanket or oil-cloth; a stout cotton tent, (optional, but a good thing to have both on the route and in the territory;) 1 fowling piece with powder, shot and ball; 1 revolver with ammunition; 2 tin pails made to fit into each other, with lids; 1 frying-pan; 2 tin

cups ; 1 tin plate ; 2 knives and forks ; 2 spoons ; 1 tin can-teen (quart ;) 2 linen sacks ; soap and towels ; needles and thread ; 2 pairs shoe-packs ; 1 butcher or hunting knife, with belt ; 1 hatchet ; 1 axe ; 1 hand-saw ; 1 one inch and 1 two inch auger ; hammer ; gimlets ; stout bed-cord and several pounds of nails.

The judicious emigrant will add to the foregoing such tools as are necessary in building roughly, and in making the more ordinary articles of furniture, &c., for he must to a considerable extent do his own work. Tradesmen of all kinds will of course, take their complete "kits" with them. Lest in the hurry of preparation it should be overlooked, it may not be out of place to suggest that the emigrant should subscribe for some good Ontario newspaper before starting, and have it directed to Winnipeg, Manitoba.

The intending emigrant, properly understanding the foregoing, and having decided upon extent of his outfit, should make a careful list, *in duplicate*, of every article, except his clothing, heading the list as follows :

"List of household and other private articles belonging to
" emigrant from Ontario,
" to Manitoba, contained in a chest or case marked
" Fort Garry, Manitoba, in bond."

If the property fills more than one chest, then the owner will make a separate list, *in duplicate*, for each box, numbering the boxes and lists similarly from No. 1 upwards and marking the weights upon the boxes and corresponding lists.

ROUTES.

There are four Routes open to the emigrant.

1. Toronto to Collingwood, via Northern Railway ; thence to Duluth by Steamer ; thence to St. Paul by rail ; thence to Benson by St. Paul and Northern Pacific Railway ; from thence to Twenty-five Mile Point on Red River by Stage, and from thence to Fort Garry by Steamer, down the Red River.

2 Toronto to Collingwood as before; thence to Fort William by same steamers as above; thence to Lake Shebandowan, 40 miles by waggon road; and thence by boats and steamers to the North West angle of the Lake of the Woods; and from thence over a waggon road to Fort Garry, a distance of between 90 and 100 miles.

3. Same as first route to Duluth; from there to St. Paul and St. Cloud by rail; from there across country in waggons to Pembina (the American Custom House on the Border)—from that point 60 miles by Road to Fort Garry.

4. Toronto to St. Paul, via Detroit and Milwaukee; thence to St. Paul and Benson by rail; thence by team and coach to Twenty-Five Mile Point, and thence by Steamer to Fort Garry.

The Committee have enquired into the advantages and disadvantages of each. These may be stated as follows: No. 1—This is the most expeditious route, it being estimated to occupy 11 days from Toronto to Fort Garry. Secondly—The emigrant will be saved any trouble with reference to the American duties, and the bonding his goods through, by an arrangement the Committee have made with Messrs. Hill, Griggs & Co., of St. Paul, who will establish an Agent at Duluth to arrange with the Customs Department. Thirdly—The emigrant is provided with shelter throughout the trip, and is not required to rough it by camping out and otherwise. Fourthly—It is almost if not quite as cheap as either of the others.

No. 2.—As to this route, while it ought to be preferred for national reasons, being through Canadian territory, yet there is no certainty as to the period when it will be fit for travel, and it is very doubtful if the steamers for the navigation of the inland lakes will be completed and placed on these Lakes before the month of July, whereas both No. 1 and 3 routes are open now. Another difficulty which emigrants by the Fort William route must encounter is the living in tents or in the open air throughout the trip. The places of shelter which the Government intend to erect on the route are not yet completed. Again, it will not be possible to transport live stock by this route, or bulky freight. This route will be very suitable, and perhaps preferred by parties of young men without families and travelling light. These difficulties will, doubtless, be all removed by next season, when the Government arrangements will be perfected.

No. 3.—The Committee are of opinion that this route, via St. Paul, will suit Emigrants intending to take through live stock, as they will avoid lengthy Railroad transportation, and can drive their cattle from St. Paul or St. Cloud to Fort Garry.

No. 4.—This route by rail from any point in Ontario to St. Paul, will probably suit the convenience of a large number who may not care to travel by water or who may wish to push through rapidly to St. Paul. The Great Western Railway Company have promised every facility, and the Detroit and Milwaukee Railway have also promised the utmost diligence on their part to secure a rapid and uninterrupted through transit for both Colonists and freight.

sending the latter, if necessary, by passenger trains. The table of rates by this route will be found to be much reduced, and special rates still lower for companies over ten in number. The Detroit and Milwaukee will also bond all freight and live stock upon production of duplicate invoices and a consular certificate, the emigrant paying bonding charges.

The Committee, therefore, would recommend route No. 1 for emigrants desiring to reach the country at an early date, and who may be taking their families and the ordinary amount of emigrants' luggage. No. 2 for young men who are not pressed for time, and who, as we have before remarked, travel light and without incumbrance. No. 3 route for those taking live stock and travelling in their own waggons.

COST.

The Committee have fortunately been able to effect a tariff of rates much lower than they expected. (See Table below.) The Second-class rates are exclusive of meals, which will be provided on the steamer at twenty-five cents per meal and on the American portion of the route at an average of 60 cents. Cooking facilities will be provided free on the steamers for those taking their own provisions. Emigrants will be allowed 100 lbs. of baggage each, free of charge on steamer and railroad, and fifty lbs. on the coach. On route No. 4, (Toronto to St. Paul, via Detroit,) 200 lbs. baggage will be allowed to each passenger without charge. Extra baggage by coach will cost them 5 cents per lb., but if they choose to have it follow them on freight teams from Benson it will cost them 2½ cents per lb., and will reach them at Fort Garry five days after their own arrival. Should emigrants be detained for connection with the steamer at Twenty-Five Mile Point, it will cost them \$2 per day greenbacks for board and lodging. Stages leave Benson 3 times a week, and the steamer leaves Twenty-Five Mile Point every 5 days.

The Government have intimated that they are prepared to forward emigrants by route No. 2, better known as "Dawson's Route," for \$30 gold per head exclusive of meals. Heavy freight and live stock cannot be sent by this line the present season. The distance by this route is about 1,250 miles.

The remarks respecting No. 1 as far as the journey to St. Paul, apply equally to No. 3.

Messrs. Hill, Griggs & Co. of St Paul have intimated to the Committee that they are in correspondence with the authorities at Washington with a view to making some better arrangement for the bonding of live stock and goods, which is at present a serious drawback to the American route. Should this be effected, the details will be made public at the earliest moment possible. In the event of success not attending their efforts, Messrs. Hill, Griggs & Co. have very generously consented to the following arrangement: Emigrants taking stock will pay duties at Duluth, and take a certificate of their so doing, and upon passing the United States Custom House at Pembina, obtain a landing certificate. By attaching this certificate to a draft for the amount of the

duties paid by them, the draft will be cashed by Messrs. Hill, Griggs & Co's. agent at Fort Garry.

The Committee have arranged for through tickets from Toronto to Fort Garry by routes Nos. 1, 3 and 4, and are prepared to issue them to applicants.

The Committee believe that emigrants will receive proper attention from the servants and agents of the different Companies, and wish to be informed of any failure in this respect. But the Committee can do little more than start them on their journey. Emigrants are advised to purchase tickets from the Secretaries of the Society when convenient, and to communicate with them for information. They will be happy to reply to such enquiries.

PASSENGER TARIFF.

BETWEEN TORONTO AND THE UNDERMENTIONED PLACES.

	ROUTE No. 1.			REMARKS.
1st Class.	Duluth, \$22.50	St. Paul, \$25.00	Fort Garry, \$50.00	Including meals on Canadian Steamboats.
2nd Class.	\$12.00	\$15.00	\$37.50	Exclusive of meals.
Only one Class	ROUTE No. 2			Exclusive of meals.
	\$30.00			
ROUTE No. 3.				
Same as No. 1 as far as St. Paul, emigrants driving their own conveyance from St. Paul to Fort Garry. The expense, in summer, being chiefly for food <i>en route</i> .				
	ROUTE No. 4.			
1st Class.		\$25.00	\$50.00	Exclusive of meals.
2nd Class		\$18.00	\$40.00	Exclusive of meals.

The above Table contains the rates for Single Tickets only. Emigrants or Colonists going through in parties can procure, through the Secretaries of the North-West Emigration Aid Society at Toronto, a reduction on the above rates.

THROUGH FREIGHT TARIFF.
BETWEEN TORONTO AND UNDERMENTIONED PLACES.

		Route No. 1. (via Duluth,)		REMARKS
	Duluth,	St. Paul.	Fort Garry.	
General Merchandize, per 100 lbs.	82½c.	\$1.12½c.	\$5.12½c.	Bonding charges extra.
Horses (each.)	\$14.00	\$22.00		Write Secretary as to reduction for more than two horses.
		Route No. 2 (via Fort William)		
Extra luggage, only per 100 lbs.			\$1.85	No bonding charges
		Route No. 3. (via Duluth,) as		
	Same		No. 1.	
				Bonding charges extra.
		Route No. 4. (via Detroit.)		
General Merchandize, per 100 lbs.		\$1.05	\$5.05	Rates payable in U. S. currency. Bonding done by R. R. Co., but at charge of owner.
Per car for Horses.		\$105.00		A car will carry 14 horses.

N.B.—Agricultural Implements, Waggon, &c., will be carried by Route No. 4 at the same rate as horses per car, but if insufficient to fill a car they will be charged by weight like other goods.

The same remark applies to routes Nos. 1 and 3. Agricultural implements, &c., by weight, at same rate as general merchandize. Waggon being rated at 2000 lbs.

