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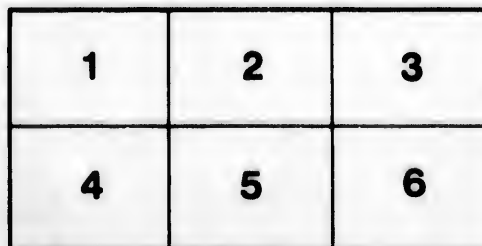
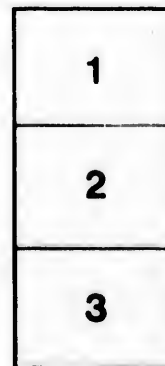
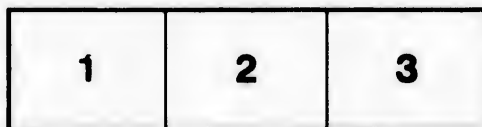
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[Hudson's Bay Co.]

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DOMINION OF CANADA. 3142

MANITOBA
AND THE
NORTH - WEST,

THE GREAT WHEAT FIELDS
AND
STOCK-RAISING DISTRICTS OF CANADA.

Facts and Information for Settlers,
WITH A
MAP OF THE COUNTRY.

LONDON.
PRINTERS: SIR JOSEPH CAUSTON & SONS,
47, EASTCHEAP, E.C., & SOUTHWARK ST., S.E.
1881.

MANITOBA AND THE NORTH-WEST TERRITORY.

FARMING AND STOCK-RAISING LANDS FOR SALE, BY THE HUDSON'S BAY COMPANY.

Under agreement with the Crown, the HUDSON'S BAY COMPANY are entitled to one-twentieth of the Lands in the fertile belt, estimated at about seven millions of acres, and they are prepared to offer for sale land in the Townships already surveyed by the Government of Canada.

Pamphlets and full information in regard to these Lands will be given by the undersigned at the Offices of the Company.

C. J. BRYDGES,

Land Commissioner,
MAIN STREET, WINNIPEG,
AND
NOTRE DAME STREET,
MONTREAL.

W. ARMIT,

Secretary,
1, LIME STREET, LONDON,
E.C.

LONDON, *March 31st, 1881.*

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LONDON,
E.C.

HUDSON'S BAY COMPANY.

FARMING LANDS FOR SALE.

THE HUDSON'S BAY COMPANY offer for sale farming lands in the districts of country described in the following pages.

They are entitled to two sections in every surveyed township in the fertile belt. Each section consists of 640 acres, and will be sold either in block or in quarter sections of 160 acres each. In addition to these two sections in each township, the Hudson's Bay Company own and offer for sale some of the best farms fronting on the Red and Assiniboine rivers. They include lands in the best prairie districts, capable of producing excellent crops of wheat; also land admirably adapted for cattle raising; and a considerable number of wood lots.

These lands are offered for sale on easy terms of payment. The prices range from \$2.50 (10s.) to \$6 (24s.) per acre, according to location and other circumstances.

The terms of payment are: one-eighth of the price in cash at the time of sale, and the balance in seven equal annual instalments, with interest at seven per cent. per annum on the amount unpaid.

A purchaser of a farm of 160 acres, at say \$4 (16s.) an acre, will only require to pay \$80 (£16) in cash,

and an equal sum every year for seven years, with interest at seven per cent. per annum. A formal agreement is given on the payment of the first instalment, which will be exchanged for a deed when the last payment is made.

The title to the Hudson's Bay Company's land is direct from the Crown.

The Company are having all their lots in the several townships reported upon by competent surveyors as soon as they are surveyed, so that purchasers can have correct information in regard to the lands they desire to purchase.

The sections in each township belonging to the Hudson's Bay Company are numbered 8 and 26, as shewn in blue on the accompanying map.

The principal land office of the Company in Canada is in Main Street, Winnipeg, where, as well as at their office in Notre Dame Street, Montreal, full information can be obtained; and information can also be obtained, either in reply to letter or personal application, at the office of the Company, No. 1, Lime Street, E.C., London, where also maps of the territory and of several of the towns can be seen.

CITY AND TOWN LOTS.

The Hudson's Bay Company have also a large number of lots for sale in the City of Winnipeg, which has now a population of upwards of 10,000 persons.

These lots are situated in the best part of the City, and are being disposed of at moderate prices.

The terms of payment are one-fifth in cash at the date of purchase and the balance in four equal annual instalments, with interest, at 7 per cent. per annum.

The Company have also laid out town plots at various other places, where lots are being sold on terms of payment similar to those at Winnipeg.

A town has thus been laid out at West Lynne, on the west side of Red River, next the boundary of the United States, and where a considerable number of lots have already been sold.

Another has been laid out at Rat Portage, where a station has been established on the line of railway from Winnipeg to Thunder Bay. Large lumber mills are now being built in the vicinity of this place, and there is a valuable extent of water-mill privilege, belonging to the Hudson's Bay Company, admirably adapted for grist mills.

At Portage La Prairie, 70 miles west of Winnipeg, a town has been in existence for some time, where a number of lots have been sold. This is the present terminus of the railway running westward of Winnipeg, and is the centre of a fine farming country.

Other towns will be laid out as settlement progresses and the necessity for them becomes apparent.

At each of the towns already laid out, excellent stores are owned by the Hudson's Bay Company, where goods of the best quality can be purchased on reasonable terms.

Grist mills have also been constructed by the Company for the requirements of their trade and the accommodation of settlers in various districts, at which grain will be purchased.

MANITOBA AND THE NORTH-WEST.

ATTENTION being now largely directed to the great wheat fields and cattle-raising districts in the British possessions in Manitoba and the North-West, the following information is given, pointing out the advantages which will result to settlers upon those productive lands.

THE EXTENT OF THE TERRITORY.

The Province of Manitoba, in Canada, extends from eastward of the Red River to a line about 200 miles west of that river, and beyond that is the North-West Territory, reaching to the base of the Rocky Mountains, a further distance of nearly 800 miles.

The Red River runs through Manitoba, for upwards of 100 miles to its outlet into Lake Winnipeg.

The valley of the Red River contains some of the richest alluvial soil on the continent of North America, and the Assiniboine River, several hundred miles in length, which falls into the Red River at Winnipeg, runs through another valley, having a great depth of rich soil.

The Little Saskatchewan River falls into the Assiniboine about 150 miles from its mouth, and runs parallel to the Assiniboine about 100 miles to the east of it.

These three rivers in Canadian territory, with their tributaries, comprise an area of wheat and grazing lands estimated at 300 miles long by 150 broad, which produces wheat of the finest quality. It is now being settled upon by farmers from Canada and the United States, and by emigrants from Great Britain and Ireland.

THE PRODUCTIVENESS OF THE SOIL.

The productiveness of the soil along the Red River, Assiniboine and Little Saskatchewan Valleys, is greater than in Minnesota or Dakota, and the yield of wheat per acre is larger. This is also the fact throughout the whole Province of Manitoba. The exhibit of the growth of cereals and vegetables from Manitoba at the agricultural shows last year at Ottawa, Toronto, Hamilton and London is the strongest testimony of the fertility and productiveness of the prairie soil of that Province.

If further evidence is needed, it may be found in the speech made by the Consul-General of the United States for Manitoba, who on the 3rd October, 1879, made the following statement in regard to the flow of emigration westward. He said that one of the great tides of emigration now was to the Northern Zone, "specially adapted to wheat growing and cattle raising. That included Canada, Wisconsin, Michigan partially, and Minnesota, BUT THREE-FOURTHS OF THE GREAT WHEAT PRODUCING BELT OF THE CONTINENT LAY NORTH OF THE BOUNDARY. THERE THE FUTURE BREAD SUPPLY OF AMERICA, AND OF THE OLD WORLD TOO, WOULD BE RAISED." HE WENT ON TO SAY "THAT HE WISHED TO ALLUDE TO THAT WHICH WAS ALSO OF VERY GREAT MOMENT, THE MEAT SUPPLY. IN HIS OPINION, THE BEEF RAISED IN THIS NORTHERN DISTRICT TO WHICH HE HAD REFERRED, WOULD BE FOUND TO BE SUPERIOR IN QUALITY AND SUPERIOR IN QUANTITY TO ANY THAT COULD BE RAISED EVEN ON THE PLAINS OF TEXAS AND THE ADJOINING STATES."

The weight of wheat per bushel grown in Manitoba is believed to be considerably heavier than in any portion of the United States, and the yield per acre is also much more; the average yield in the whole of the United States being

stated at less than 13 bushels to the acre, whilst in Manitoba the average is about double that yield.

The land requires no clearing of timber. It simply needs to be ploughed, and in the same season produces productive crops, thus enabling settlers to avoid all the hardships known to backwoods-men in clearing up heavily timbered lands.

COARSE GRAINS, ROOT CROPS & VEGETABLES.

In addition to the great productiveness of the soil for wheat, it is also admirably adapted for the growth of oats, barley, and all other kinds of grain, the yield per acre being very large. Roots and vegetables of all descriptions grow in the greatest profusion. The yield, as exhibited at the agricultural shows throughout Canada, compares most favourably with similar articles grown in other parts of the Dominion.

CATTLE RAISING.

The country is well adapted for raising cattle, the prairie grass being peculiarly nourishing and in large quantities. It also makes excellent hay, the only expense being the cost of cutting and drawing to the farm-yard. So excellent is the prairie grass that cattle driven for hundreds of miles across the plains, show no falling off in weight and condition, as they proceed on their journey. The abundance of grass and hay, and the excellent root crops which are grown, render the raising of large herds of cattle extremely profitable.

Horses remain out during the winter, the depth of snow being light, and when brought in, in spring, are not in much worse condition than when turned out at the beginning of winter. They are frequently herded in bands of from one to two hundred, in charge of one man, to prevent them from roaming too far.

CLIMATE.

The climate of Manitoba and the North-West is extremely healthy. Fever and ague, which exist in so many parts of the Western States, are here unknown. In summer the heat is by no means oppressive, and though amply sufficient for the thorough maturity of the crops, is no greater than in Ontario, or throughout the North-Western portion of the continent. In winter the cold is steady, and no greater, as a rule, than is met with in all parts of the western part of the continent north of Chicago. The fall of snow is lighter than in most parts of Canada, seldom reaching 2 feet in depth. On the whole, the climate is an excellent one, both as regards the health of the inhabitants and the maturing of the crops.

MEANS OF INTER-COMMUNICATION.

The Government of Canada have under contract and partially completed about 600 miles of railway, 250 of which are now in actual operation from a point about 120 miles East of the Red River to 80 miles West of it, with a branch to the American boundary at Emerson, where connection is made with a continuous railway system reaching all parts of Canada and the United States.

The Government expect to have the whole 600 miles in operation by the summer of 1882, and when this line is constructed, communication during the season of navigation, from May till the middle of November, will be made between the wheat-growing districts and the great inland lakes.

The Government have also entered into contracts with the Canadian Pacific Railway Company for the completion of the entire Pacific Railway, making a continuous railway connection in British territory, from the Atlantic to the Pacific. It is the intention of the Railway Company to

proceed vigorously with the construction of the line through the Prairie country, with the view of securing the completion of a main arterial line to the base of the Rocky Mountains within the next four or five years. Branch lines will also be constructed, when the necessity for them becomes apparent.

The Assiniboine River is navigable from its mouth to Fort Ellice, and during the summer months steamers run regularly carrying large numbers of passengers and freight, between Winnipeg and Fort Ellice, and intermediate places.

A line of steamers also runs from the railway near the mouth of the Red River, to the mouth of the Main Saskatchewan River, where it falls into Lake Winnipeg, thence up the Saskatchewan River to the Prince Albert settlement, Battleford, the capital of the North-West Territory, and on to Edmonton, which is near the base of the Rocky Mountains. These steamers carry passengers and freight, and arrangements are now in progress for adding to the number of boats, as the increasing traffic may render necessary.

PRESENT SETTLEMENTS.

Along the Red River, and for a considerable distance up the Assiniboine River, the land on both banks of the rivers is largely under cultivation, and in driving from Winnipeg westward, travellers are hardly, for a distance of 250 miles, ever out of sight of houses or of land under actual cultivation.

In what is called the Pembina and Turtle Mountain country, lying between the Assiniboine River and the boundary line, the land is also being rapidly taken up.

In Manitoba the country is generally level prairie, with fringes of trees on the banks of the rivers and creeks. West

of Manitoba the land is more rolling, and interspersed with numerous small lakes and ponds, where numbers of wild geese, duck, plover, and snipe abound. The Little Saskatchewan River passes through a fertile country already containing many settlers. On this river, near the Riding Mountain, Lord Elphinstone has purchased 12,000 acres of land upon which he is now establishing a stock farm. Senator Cochrane, the well-known owner of the Durham breed of cattle in Canada, is now shipping large numbers of cattle from England to establish a stock farm at the base of the Rocky Mountains. The Little Saskatchewan is a favorite resort for emigrants; and the country between it and the Assiniboine is being largely settled.

Beyond the territory already referred to, between the Red and Assiniboine rivers, is a country almost equally as good, stretching for 300 miles further to the North and South branches of the great Saskatchewan River, and beyond that again 400 miles further to Edmonton, on this side of the Rocky Mountains.

Settlers have already taken up land at Prince Albert on the Main Saskatchewan River, nearly 600 miles West of Winnipeg, where a large quantity of wheat is being raised yearly. A town has been laid out in the Prince Albert settlement, which is the seat of an Episcopal See, and where a college under the auspices of the Bishop is being erected. There is also a Presbyterian Mission. At Edmonton wheat has already been raised, and settlers are going in there also.

MAP OF THE TERRITORY.

The map which accompanies this pamphlet will shew the country here described, and the course of the railway as far as it at present is running. As has been already stated, the railway will be vigorously pushed on to the westward, probably from 100 to 200 miles being opened yearly, through what is known as the fertile belt of the North-West.

The sections, two in each township, belonging to the Hudson's Bay Company, are shewn on the map, colored blue. The present plan covers all the land so far surveyed into townships by the Government. Further surveys are being made every year, and as fast as they are completed, enlarged maps will be issued by the Company.

Competent surveyors are sent out to examine the Company's sections, and copies of their reports, giving a correct description of the land, can be seen at the offices of the Company, in London, and at Montreal and Winnipeg, in Canada.

SCHOOL SYSTEM.

In addition to the excellent education now obtainable in the City of Winnipeg, the Government have reserved two sections in each township for school lands, the proceeds of which, when sold, are to be applied to the establishment of good schools. In every part of the country, therefore, as fast as settlement progresses, schools will be provided where good education can be obtained for children.

MUNICIPAL ORGANISATION AND DRAINAGE.

Manitoba has been divided into Municipal Districts, which are now regularly organised. Roads and bridges are being built wherever required, and a regular system of municipal affairs is being put into operation. The local government of Manitoba have also put in force a system of arterial drainage, which it is expected will greatly improve the lands which are now wet.

CITIES AND TOWNS.

The City of Winnipeg, which ten years ago had only about 500 inhabitants, has now a population of upwards of 10,000. It has several large and well-built churches,

colleges and schools, where good education is to be secured, many stores equal in size and attractiveness to those in the eastern cities, large and good hotels, several banks, and many excellent private residences.

At Portage la Prairie, 70 miles to the westward, the present terminus of the railway westward, a considerable town is growing up, having now a population of about 1,200. Emerson and West Lynne at opposite sides of the Red River and adjoining the international boundary, are thriving places and growing rapidly. A place of some importance is also springing up at Rat Portage, about 100 miles east of Winnipeg.

Morris, Westbourne, Palestine, Selkirk, are also attracting attention, and other towns will be laid out, as population increases.

TIMBER AND FUEL SUPPLY.

The line from Winnipeg to Thunder Bay passes through extensive timber districts near Rat Portage, where large saw mills are now in course of erection, which will supply at moderate prices lumber required for buildings and fences in the western part of the country.

Considerable quantities of timber for building purposes and for fuel also, exist on the banks of most of the rivers and creeks, and there are in addition groves of poplar all over the country.

WATER SUPPLY.

The country is well watered by numerous rivers, streams, and creeks. Large numbers of lakes and ponds, abounding with wild fowl, exist all over the North-West. The supply of water is ample, wells only requiring to be sunk to a moderate depth.

COAL.

Deposits of coal are reported to exist on the Saskatchewan River and also on the Assiniboine. The former has already been worked to some extent, and the quality is pronounced by all who have used it as excellent.

There will be ample fuel of both coal and wood, and the lines of railway, now under construction, will afford ready means of distributing both coal and timber to the settled parts of the country. The line of railway from Thunder Bay when completed will take in large supplies of coal from the United States, at a great reduction on present cost.

EXPERIENCE OF SETTLERS.

A few instances may here be usefully given of the success which has attended settlers who have gone into the country, and who are yet without the advantages which the railway now being constructed will afford.

Near Westbourne, not far from the southern end of Lake Manitoba, a farmer who had settled upon 320 acres four or five years ago, and who was then without means, has now a large well-stocked cattle farm, from which he is realising yearly about \$2,000 in cash from the sale of cattle to new settlers coming into the country. This is about 80 miles west of Winnipeg, and now only about 12 miles from the railway.

All the way from Winnipeg to beyond the boundary of Manitoba, the country is already largely settled, farm houses and wheat fields with herds of cattle being almost continuously met with.

In the Riding Mountain country, about 40 miles beyond Manitoba, a settler took a homestead of 160 acres. Seven years ago he was a farm labourer in Devonshire, England. He emigrated to Canada and worked on farms near Stratford; came to where he now lives in April, 1879, and in September of that year had a fair-sized log house; had

broken up 10 acres of land, which next year was sown with wheat; had a pair of oxen, plough, harrow, &c.; had a large garden fenced in, with an excellent crop of potatoes and vegetables, and had cut on the prairie and stacked sufficient hay to last him through the winter.

In the Prince Albert country a settler from near Haddington, in Scotland, three years ago took up a homestead of 160 acres, and also a pre-emption claim of a similar amount, thus giving him a farm of 320 acres. He had no means when he settled there. Last year he had 30 acres of fine wheat, averaging upwards of 30 bushels to the acre; 10 acres of excellent barley, large stacks of hay cut from the prairie, besides an excellent supply of good vegetables. He has built a log house, good-sized barn and stable, and has now 5 oxen, 3 cows and pigs.

Numerous similar instances can be met with by any one driving through the country.

COST OF TRANSPORT FOR CROP.

As soon as the railway line from the meridian of Fort Ellice, to the waters of Lake Superior on Thunder Bay is running, which is expected to be the case by the summer of 1882, the cost of conveying wheat from any point on the railway as far west as Fort Ellice to Thunder Bay,—placing it in elevators there,—carrying it to Montreal by water,—and thence by ocean vessels to Liverpool,—ought not to exceed 50 cents or 2s. a bushel, and may probably be done for less. The cost of growing wheat is believed to be about 40 cents or 1s. 8d. a bushel.

At the rate at which settlement is now progressing, nearly all the wheat grown in Manitoba for the next two or three years, and until the railways now being constructed are completed, will be required for food and seed.

Up to October, 1880, (the date of the last official returns),

nearly four millions of acres of land had been taken up in Manitoba and the North-West. In that quantity the land belonging to the Hudson's Bay Company is not included.

HOW TO REACH THE COUNTRY.

The cost of conveyance from any part of Canada to Manitoba is exceedingly moderate, and the steamers from Great Britain are now so numerous, that the transport of a family from any part of the United Kingdom or from Canada to the great wheat-growing and cattle-raising districts in the North-West is an easy matter.

A continuous line of railway now exists from Quebec, Montreal, Toronto, and indeed every town and village throughout the Dominion, to Winnipeg. An alternative route is offered by railway to Sarnia or Collingwood, and then by first-class steamers to Duluth at the head of Lake Superior, where direct railway communication exists with Winnipeg.

This lake route will be greatly improved in 1882, as soon as the railway now under construction from Thunder Bay on Lake Superior to Winnipeg is completed, and the cost and time of conveyance will also be materially lessened.

At present the cost of carriage for each adult is as follows:—

By rail, all the way, from Montreal through Chicago:—

1st CLASS.	EMIGRANT.
\$59.25 or £12.	\$29 or £6.

From Montreal to Sarnia or Collingwood, and thence by the Lakes via Duluth:

1st CLASS.	EMIGRANT.
\$52 or £10 10s.	\$24 or £5.

Children are carried at one half of these rates.

Cattle, goods, and agricultural implements are taken at reasonable charges by either route.

The lines of steamers from Liverpool, Glasgow, London, Bristol and Irish ports, carry cabin passengers at from £10 to £18 to Quebec, according to accommodation, and emigrants at reduced rates.

The time occupied by these steamers is from 9 to 12 days, and from Quebec to Winnipeg the time is 4 days by railway throughout, and by way of the lakes 6 days.

Settlers from Europe can, therefore, reach Manitoba in about 14 days from Liverpool, and from any part of Canada, in 4 days or less, at a moderate outlay.

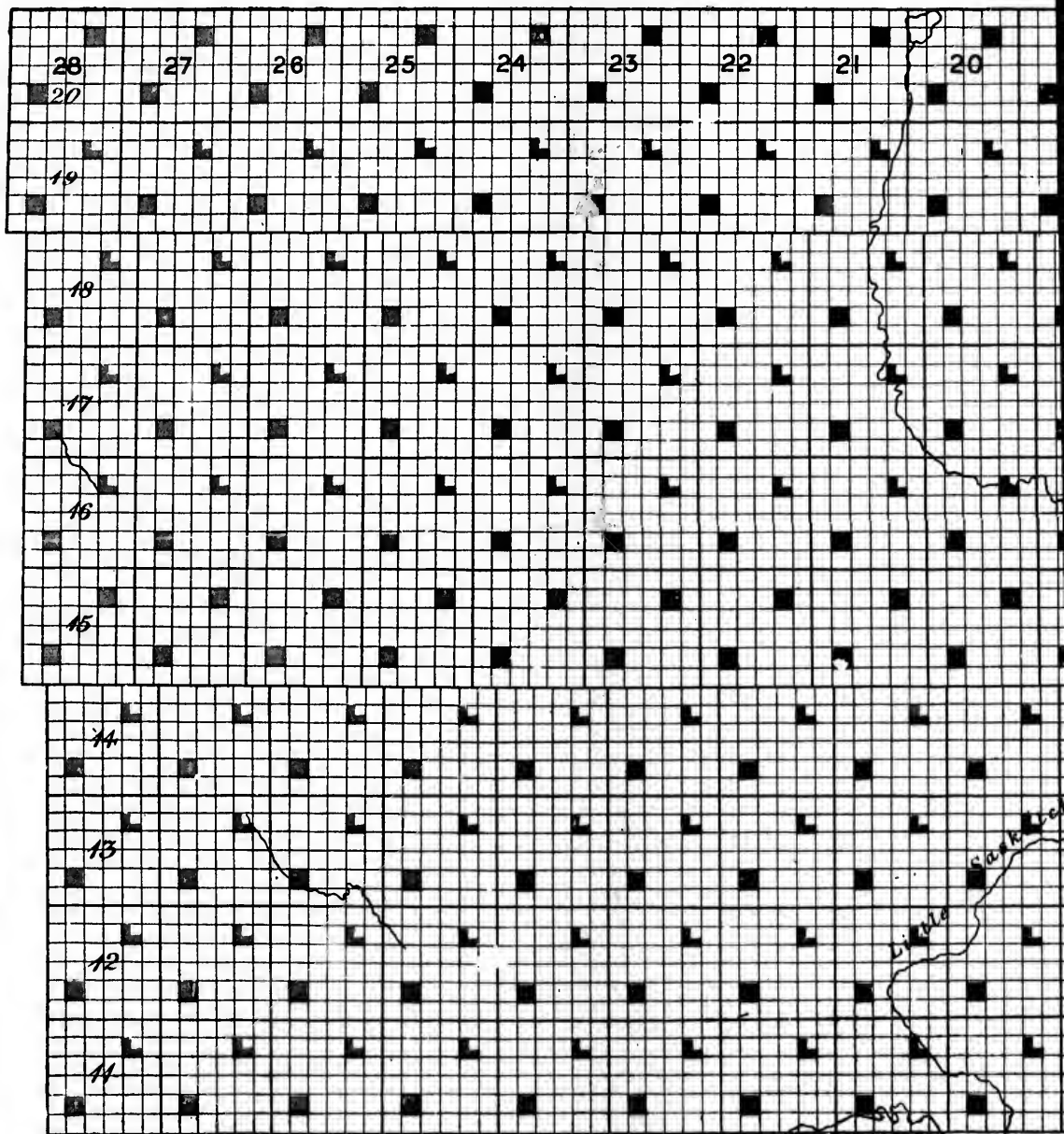
HINTS AS TO CAPITAL REQUIRED.

A settler who wants to take up land in Manitoba, can by an outlay of \$2,000 or £400 sterling, secure 160 acres of land at say \$5 or 20s. an acre, and provide himself with a reasonably comfortable house, barn, stable, pair of oxen, cow and pigs, ploughs, harrows, and all that is necessary to give him a fair start and a competency and home for the future.

The taxes are much less than either in Canada or Great Britain.

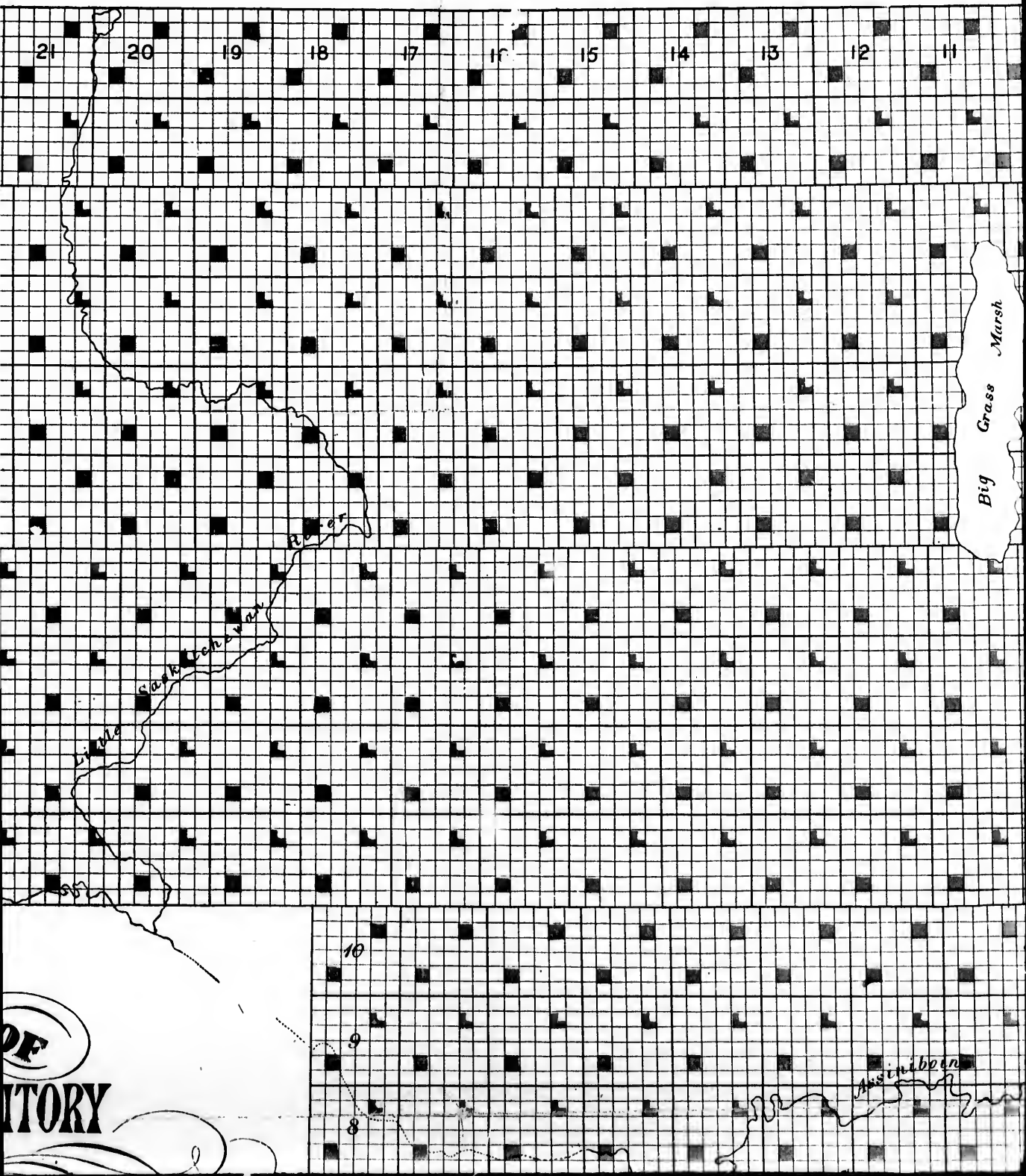
In other words, a man with a family can establish himself comfortably on a farm for a sum representing about the average per acre of rent and taxes payable in Great Britain *annually* for a farm of equal size. If he buys land at say \$5 or 20s. an acre, the payment will be spread over at least seven years, and the annual amount due being paid out of the surplus earnings of the farm, would be felt only as an item in his ordinary annual expenditure; and when these payments are completed, the farm becomes his own property, without any leasehold or other obligations.

By buying land on the reasonable terms offered as regards terms of payment, a settler with \$500 or \$1,000, say from £100 to £200, can establish himself comfortably, and become independent and the owner of his land.

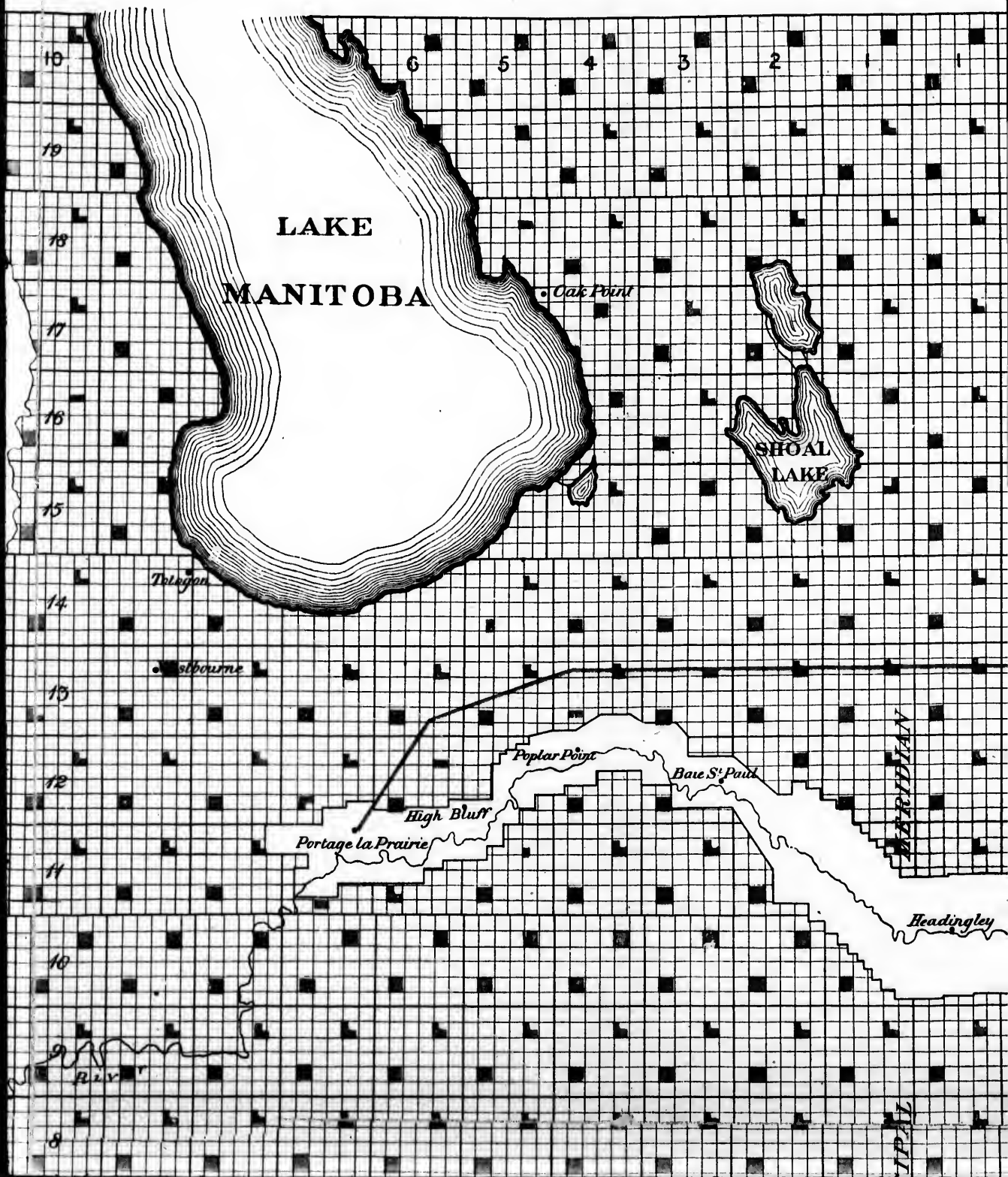


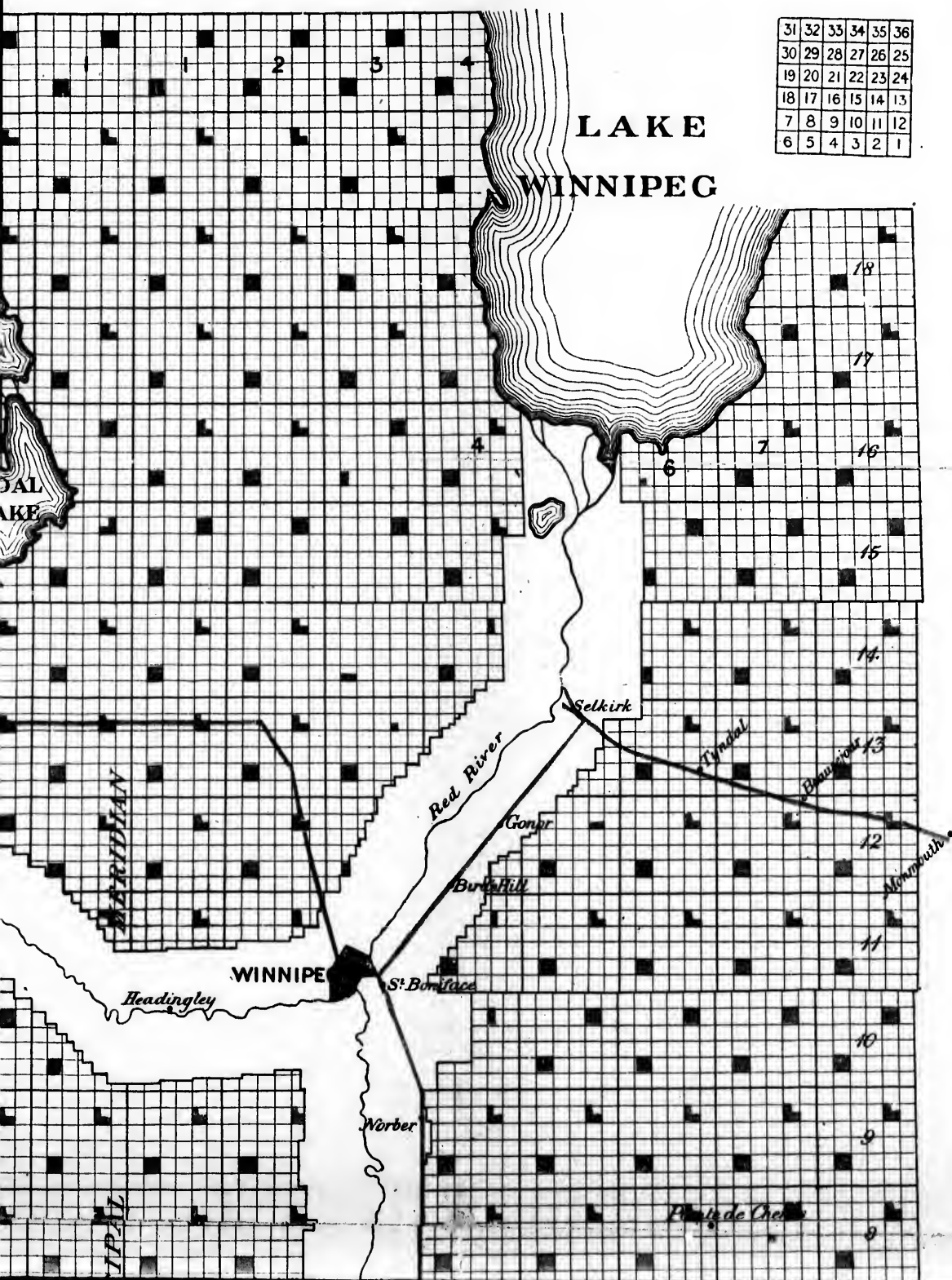
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18	17	16	15	14	13
7	8	9	10	11	12
6	5	4	3	2	1

SHEWING Sections belonging to Hudson's Bay Co.

IN TOWNSHIPS SURVEYED

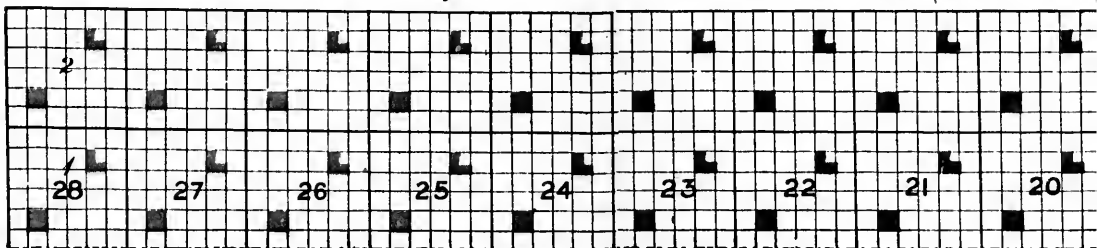
Scale, 1 Inch, 8 Miles

H.B. CO'S SECTIONS SHEWN THUS ■

*Survey Office, Hudson's Bay Co.
Winnipeg, 1884*

C. N. Brundage
Land Commissioner Hudson's Bay Co.

H. Dennis Jr.
Domestic Topographical Surveyor

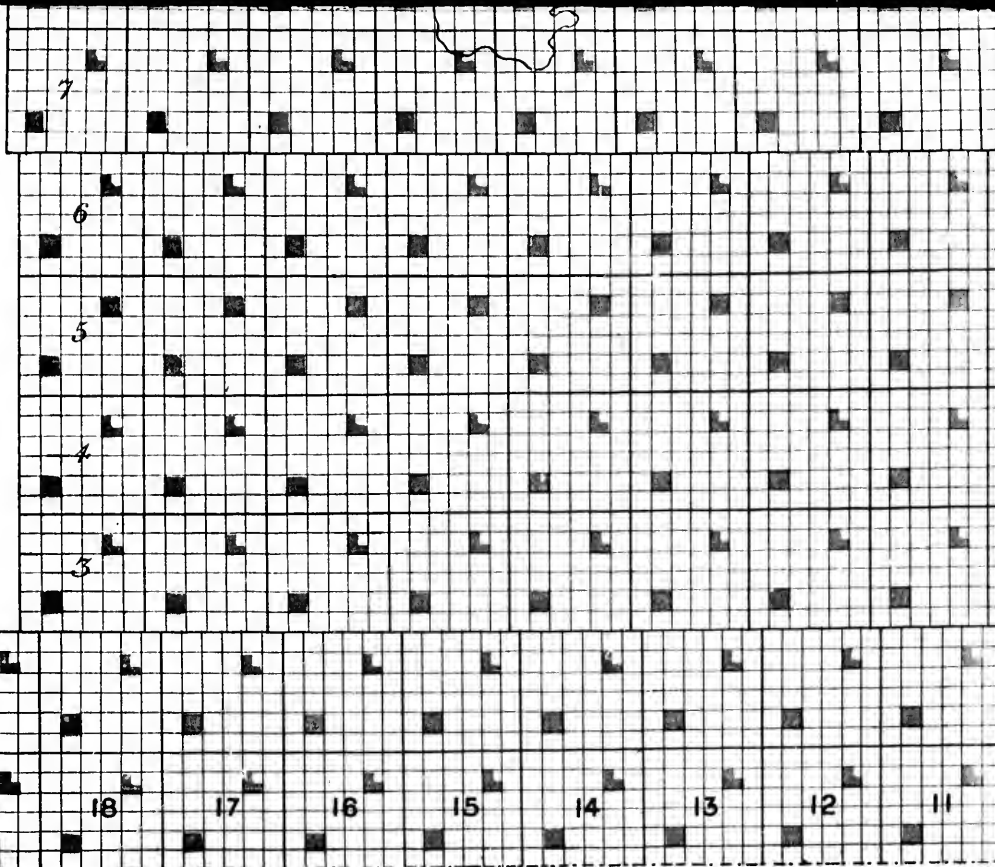


Bay Co.

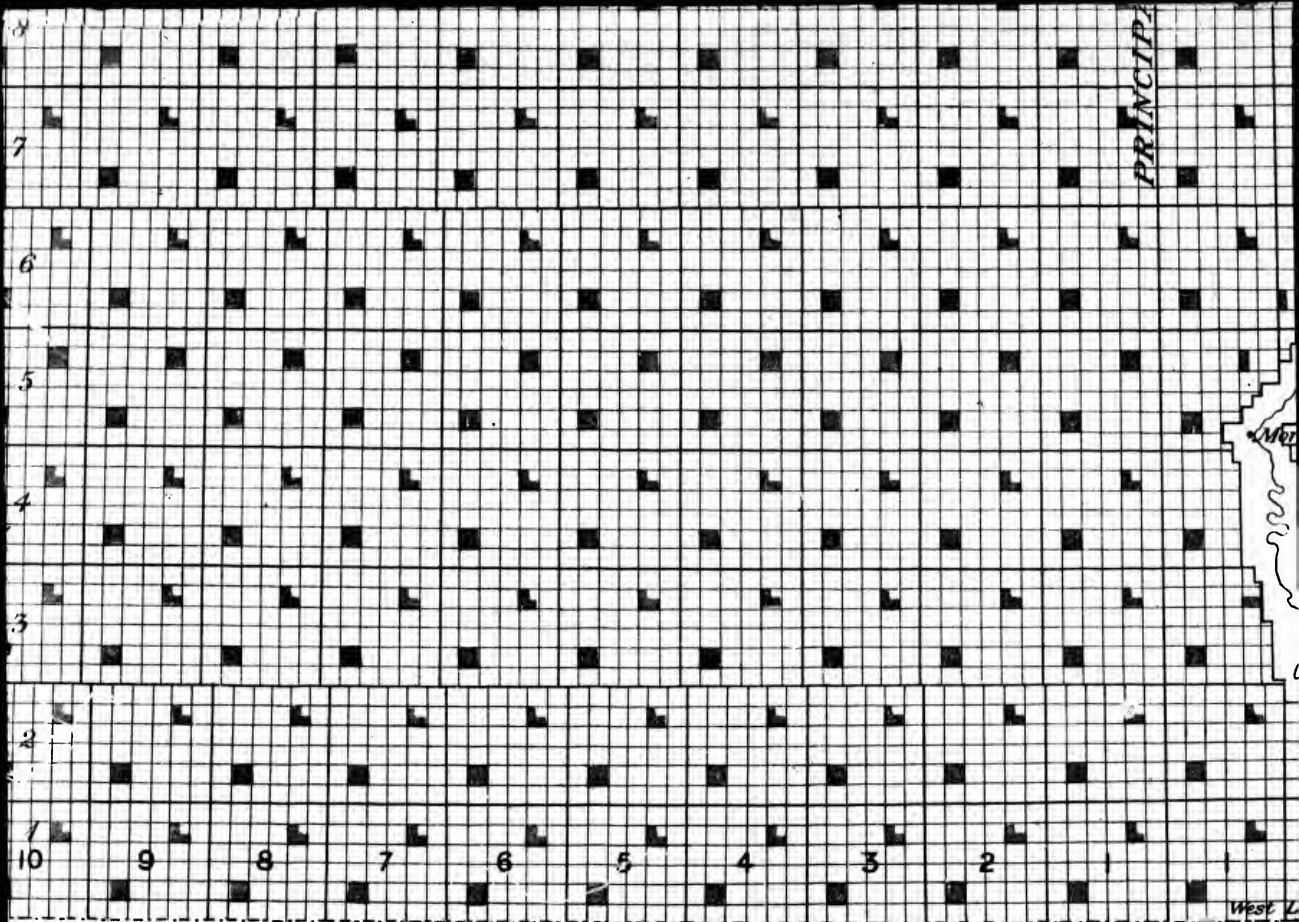
D

Hudson's Bay Co.
Winnipeg, 1881

Dennis Jr.
Topographical Surveyor.



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