

Technical and Bibliographic Notes / Notes techniques et bibliographiques

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

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

- | | | | |
|--------------------------|---|-------------------------------------|---|
| <input type="checkbox"/> | Coloured covers /
Couverture de couleur | <input type="checkbox"/> | Coloured pages / Pages de couleur |
| <input type="checkbox"/> | Covers damaged /
Couverture endommagée | <input type="checkbox"/> | Pages damaged / Pages endommagées |
| <input type="checkbox"/> | Covers restored and/or laminated /
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> | Pages restored and/or laminated /
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> | Cover title missing /
Le titre de couverture manque | <input checked="" type="checkbox"/> | Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> | Coloured maps /
Cartes géographiques en couleur | <input type="checkbox"/> | Pages detached / Pages détachées |
| <input type="checkbox"/> | Coloured ink (i.e. other than blue or black) /
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> | Showthrough / Transparence |
| <input type="checkbox"/> | Coloured plates and/or illustrations /
Planches et/ou illustrations en couleur | <input checked="" type="checkbox"/> | Quality of print varies /
Qualité inégale de l'impression |
| <input type="checkbox"/> | Bound with other material /
Relié avec d'autres documents | <input type="checkbox"/> | Includes supplementary materials /
Comprend du matériel supplémentaire |
| <input type="checkbox"/> | Only edition available /
Seule édition disponible | <input type="checkbox"/> | Blank leaves added during restorations may
appear within the text. Whenever possible, these
have been omitted from scanning / Il se peut que
certaines pages blanches ajoutées lors d'une
restauration apparaissent dans le texte, mais,
lorsque cela était possible, ces pages n'ont pas
été numérisées. |
| <input type="checkbox"/> | Tight binding may cause shadows or distortion
along interior margin / La reliure serrée peut
causer de l'ombre ou de la distorsion le long de la
marge intérieure. | | |
| <input type="checkbox"/> | Additional comments /
Commentaires supplémentaires: | | |

Compts
Club Bell K/29/4

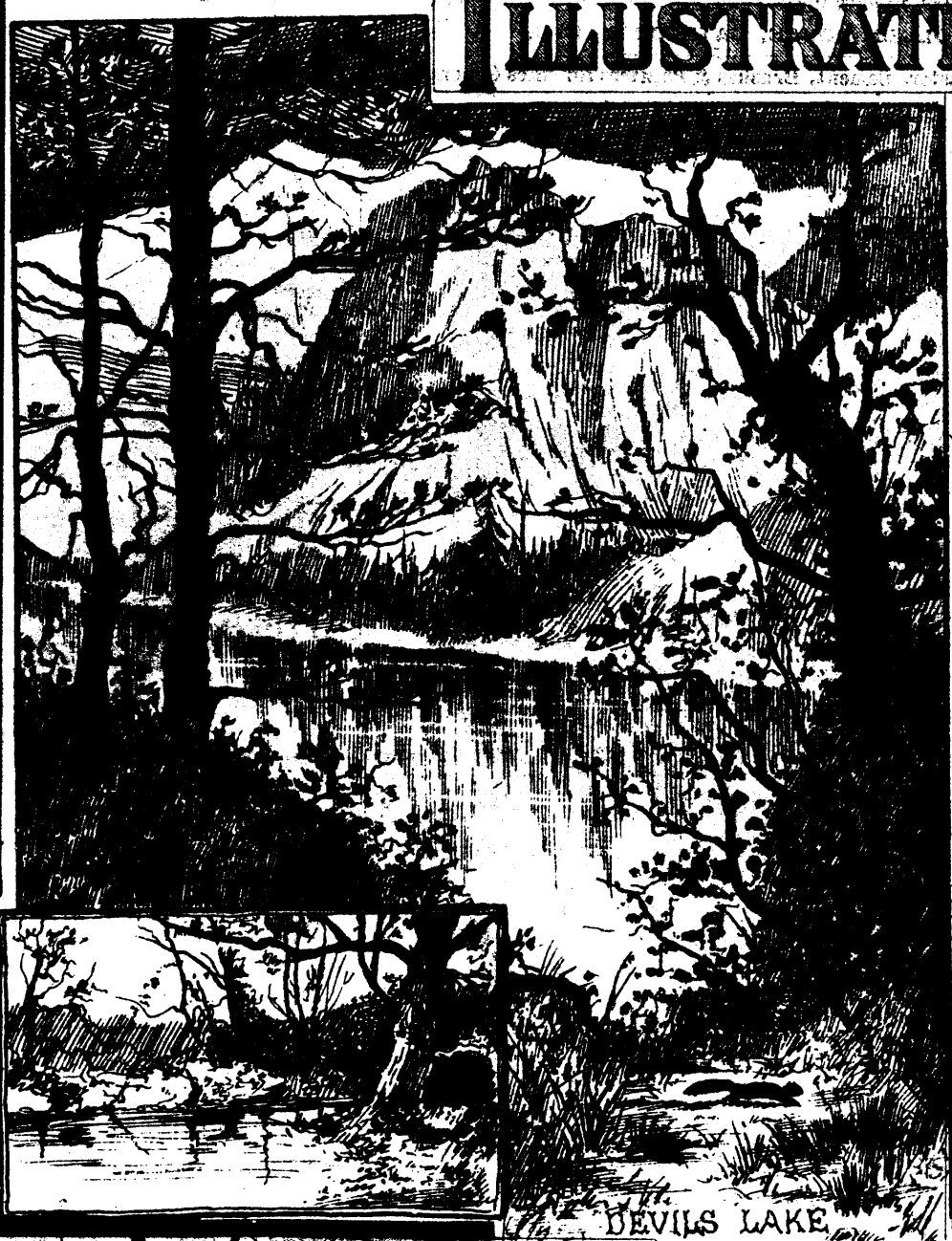
MANITOBA

— AND —

NORTH WEST



ILLUSTRATED



DEVILS LAKE

QUARTERLY

PRINTED AND PUBLISHED BY THE
BISHOP ENGRAVING & PRINTING COMPANY LIMITED WINNIPEG

Advertisements.

OUR FACILITIES ARE SUCH

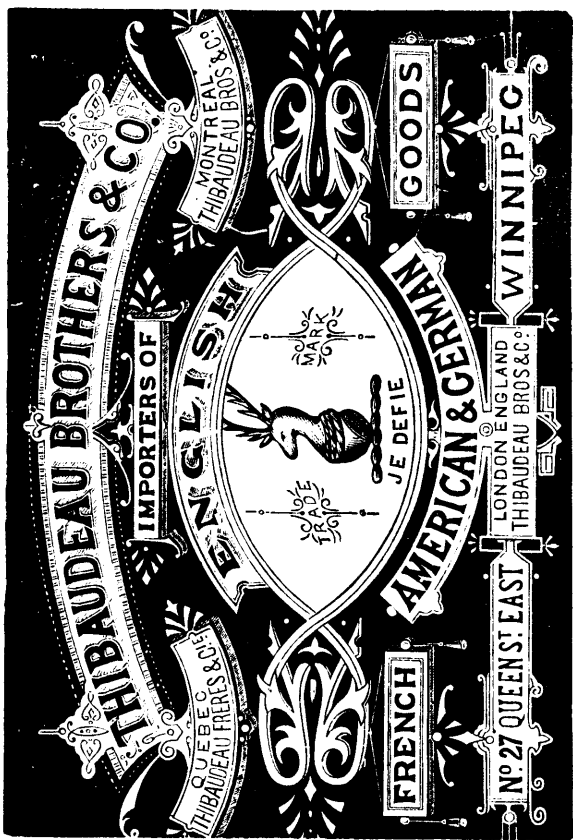


WE DEFY COMPETITION.

If you get your TEAS, COFFEES and SPICES at the **TORONTO TEA COMPANY**, 57 PORTAGE AVE., you will have the benefit of 25 years experience in the tea trade. 6 lbs. Sound Tea for \$1 00. CHAS. MEREDITH, MANAGER.

A. RAMSAY & SON.
(Successors to W. H. Marsh & Co.)
OIL, LEAD, PAINT, COLOR & VARNISH MANU'FS.
— Importers of —
English & Belgian Window Glass, Plain & Ornamental Sheet, Polished, **ROLLED, ROUGH, CATHEDRAL, ETC.**
Dealers in Plaster, Cement, Brushes & Painters Supplies Generally.

ALL ORDERS BY MAIL PROMPTLY ATTENDED TO.
269 MAIN STREET, WINNIPEG.
CHAS. T. ROACH, MANAGER.



S. F. Johnson & Co.,
HARDWARE MERCHANTS,
Importers of
Bar Iron, Steel, Contractors' & Railway Supplies,
SPORTING GOODS, &c.,
Bird Block, Cor. Main & Bannatyne Sts.,
WINNIPEG.

— Sole Agents in Manitoba for —
THOS. JOWITT & SONS CELEBRATED FILES & CAST STEEL,
Standard Oil Co.'s Lubricating Oils.

ONE PRICE HOUSE!
MURCHISON & BRYCE,
IMPORTERS OF
Dry Goods, Millinery, Mantles, Carpets AND Gentlemen's Furnishings
Wholesale and Retail.
LETTER ORDER DEPARTMENT.

Special attention is given to Letter Orders, and since our Stock is at all times the most complete and best assorted in the city, we are in a position to offer unusual advantages to those living at a distance, who do not purpose visiting this market.

SAMPLES SENT ON APPLICATION.

MURCHISON & BRYCE.
452 Main Street, WINNIPEG.

QUESTION.
HOW IS IT THAT
HUBBARD & CO.
ALWAYS DO THE
LEADING HAT BUSINESS?

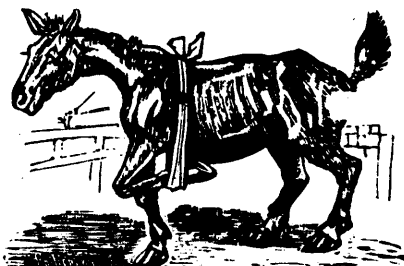
ANSWER.
SIMPLY BECAUSE **HUBBARD & CO.** SHOW TO THEIR CUSTOMERS
EACH HAT A NEW SPRING STYLE.

For Fine Goods and Variety of Styles Gentlemen all go to
HUBBARD & CO., The Fashionable Hatters,
SIGN OF BIG GOLD HAT,
Opposite Potter House. Next Bank of Montreal.

VETERINARY



Livery and



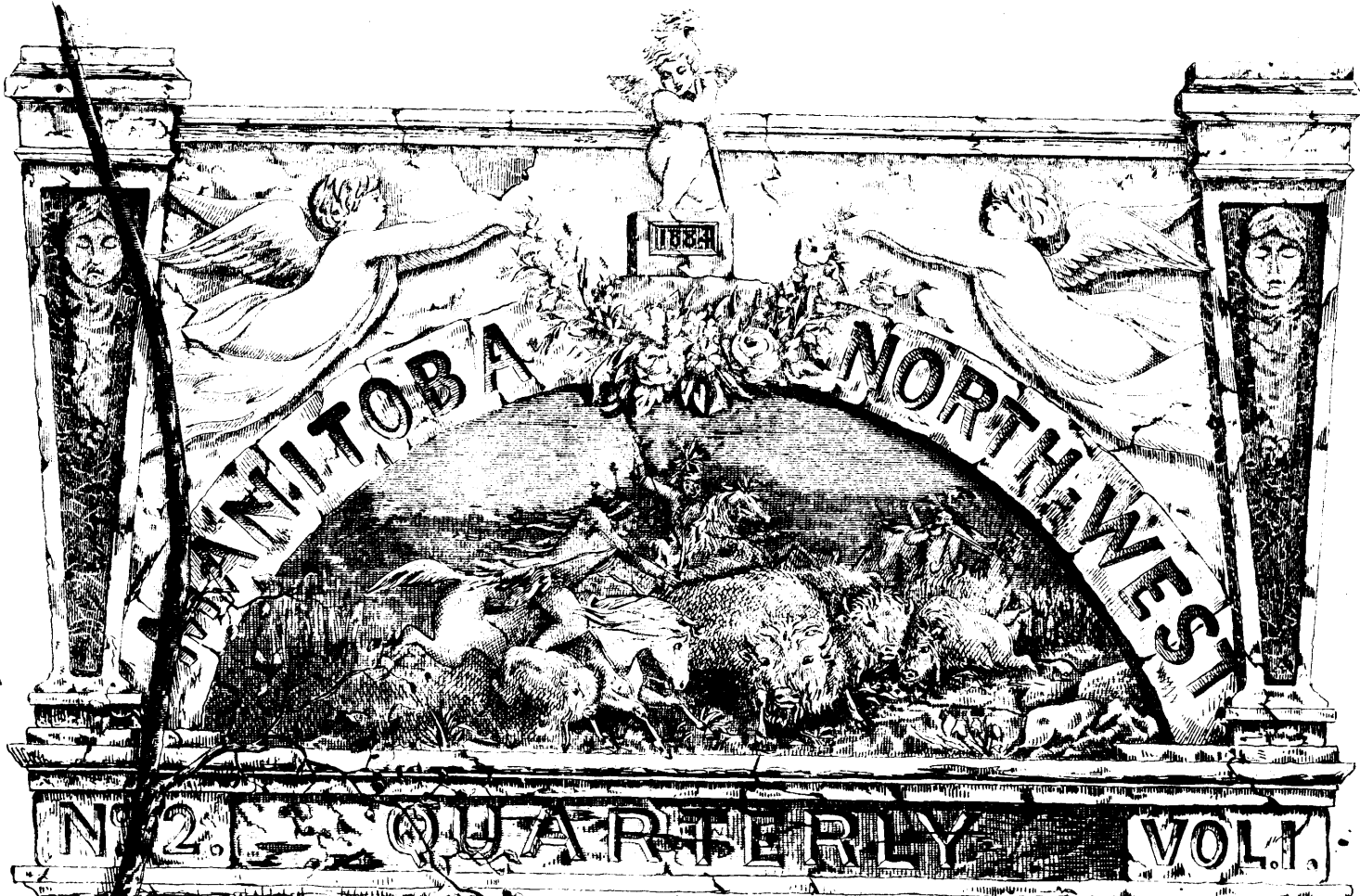
Boarding Stables.

13 JAMES STREET, WEST,

NEXT DOOR POLICE STATION.

Best Gentleman's Road Horses in the City. Family Carriages, both Top and Open. Careful attendants. Open day and night. Telephone always in order.

W. J. HINMAN, VETERINARY SURGEON FOR THE CITY, &c.
13 James Street, WINNIPEG, MANITOBA.



NO. 2. QUARTERLY VOL. 1.



FALLS ON THE NELSON RIVER,
From a Sketch by W. ROLAND.



CONDUCTED
BY
GEORGE H. FLINT

Notices.

TO CONTRIBUTORS.

Any sketches and MSS. sent to this paper are at the artists' and authors' own risk, and the publishers do not hold themselves liable to pay for or return them unless accompanied by a stamped and addressed envelope.

:o:

ADVERTISEMENTS.

One column \$40, Half column \$22, Quarter column \$12, one Eighth column \$7, Card \$5. Special arrangements for larger spaces and extended periods.

:o:

PRICE.

The price of the MANITOBA AND NORTH WEST ILLUSTRATED QUARTERLY is 30 cents a number or \$1.00 a year. The price of four copies purchased at one time is ONE DOLLAR.

:o:

OUR COMPETITIONS.

No. 2.

We desire to obtain sketches from every part of the North West and Manitoba, and with that end in view offer prizes as follows:—

A first prize of TEN DOLLARS will be awarded for the best sketch, and a second prize of FIVE DOLLARS for the second best sketch sent before June 1st, 1884, under the conditions given below.

PRIZE COMPETITION RULES.

1. The competition is open to all amateurs residing in Manitoba and the North West.
2. A competitor may select his own subject providing it be on some subject or view obtained from the North West or Manitoba.
3. The sketches to be in any way medium whatever, but preference will be given to pen and ink work.
4. The size of the sketch to be 8x12 inches.
5. All sketches to become the property of the proprietors of "The Manitoba and North West Illustrated Quarterly."
6. The decision of the judge to be final.
7. The prize sketches to be published in the next number of the "Quarterly," along with the names of the sketchers, unless it is found impossible to do so.
8. No name to be attached to the sketch in any way, but some private mark or *nom de plume*. A second letter containing a *fac simile* of the private mark or *nom de plume* together with the real name of the sender, should accompany the drawing. This will not be opened until after the prize has been awarded.

All sketches and communications on this subject should be addressed to the editor of the
MANITOBA AND NORTH WEST ILLUSTRATED QUARTERLY,
20 LOMBARD STREET,
WINNIPEG, MAN.

:o:

CLUB RATES.

When TWO yearly subscriptions to the MANITOBA AND NORTH WEST ILLUSTRATED QUARTERLY are sent in the one envelope, the price will be Ninety Cents each.

When THREE yearly subscriptions are enclosed in the one envelope the price will be Eighty-five Cents each, or \$2 55 for the three.

When FIVE yearly subscriptions are enclosed in the one envelope the price will be Eighty Cents each, or a four dollar bill for the five.

When EIGHT yearly subscriptions are enclosed in the one envelope the price will be Seventy-five Cents each, or \$6 00 for the eight.

When TEN yearly subscriptions are enclosed in the one envelope the price will be Seventy Cents each, or \$7 00 for the ten.

HOW TO SEND MONEY.

Money to be sent by mail should either be by Post Office Order or in registered letter. The former is much the better, and the rates in Canada are as follows:

\$ 4 and under	2 cents.
4 to \$10	5 "
10 to 20	10 "
Each additional \$20	10 "

The fee for registration in Canada is 2 cents.

All letters should be carefully addressed, "The Bishop Engraving and Printing Co'y (Limited), Winnipeg, Man."

Every letter should contain the name of the Post Office and address of the sender LEGIBLY written.

All names should be written with special care and without any contractions.

We will be responsible for all monies sent by registered letter or Post Office Order, but all others will be at the sender's risk

:o:

PRIZE WINNERS.

Five sketches were received in response to the competition announced in the first number of the QUARTERLY, and were submitted to George Bishop, Esquire, Montreal, the President of the Bishop Engraving and Printing Company (Limited). He awarded one prize only, a first prize for a sketch entitled "Farmers' Homes in Manitoba,"—a winter scene, by Miss E. A. Abbey, of Bath, England. This sketch appears on another page.

Literary Notices.

THE WORLD; ROUND IT AND OVER IT, BY Chester Glass, is one of the most entertaining records of travel that we have ever read. Canada, the United States, England, Scotland, Ireland, Belgium, Holland, Denmark, Sweden, Germany, Switzerland, France, Spain, Monaco, Italy, Greece, Turkey, the Holy Land, Egypt, India, Malacca, China, Japan and other countries are visited by him. His readers are given the benefits of his keen eyesight in each place, crystalized into a few elegant sentences full of critical observation and sparkling wit. For one who desires to obtain a kaleidoscopic view of the earth's surface it is just the thing. Just that about each place the reader wants to know is given, and the only regret, when the subject is ended, is, that the chapter is so short. Each leaf turned presents a new view in colors as bright as the one preceding it, and the best of all is, that without in any way intruding his personality on the reader, we come almost unconsciously to know just what manner of a man the author is. The book is filled with pictorial illustrations. To those who want to go around the world in less time than did the immortal Phineas Fogg, we recommend Mr. Glass' book.

The Manitoba and North West Illustrated Quarterly.

WINNIPEG, MAN., APRIL, 1884.

THE success of the first number of the MANITOBA AND NORTH WEST ILLUSTRATED QUARTERLY was very marked. Although a large edition was issued, it was sold in less than two weeks, while not a copy was left to send to the news agents in the Eastern Canadian Provinces or the United States. A second edition was printed off especially for yearly subscribers who desire to preserve a full set of the paper, a limited number of which will be sold by news dealers and the publishers.

WE need not apologize for devoting so much of this number of the QUARTERLY to Hudson's Bay and the proposed railway to it. Whether correctly or not, a great majority of the people of this Continent who have at all investigated the subject, consider the road a feasible one, while only those who hold that the world is not a sphere can doubt that it is incomparably the shortest route to Europe from the eastern coast of Asia, all the Canadian North West, and the greater portion of the Western United States. It is the great air line of North America. This is shown very clearly by our representation of a hemisphere in another place, on which are laid down what are known as the rival routes, or the two projected railways from Winnipeg to Hudson's Bay having Dominion Charters.

It is a trite saying that everywhere, extravagance and folly sow the bitter seeds of suffering and misery. A large proportion of the people of Manitoba, however, not long ago appeared to think that in this one respect their country differed from the rest of the world, and in the mad delirium of the boom assumed, without thought, enormous liabilities which, later on, threatened them with financial ruin, retarded in no inconsiderable degree the progress of the Province, and to the eye of the casual observer, did it almost incalculable harm. But before it was too late the danger was seen, and almost immediately on every side extravagance in personal expenditure and in business, gave way to the most rigid economy and even parsimony, and trade settled down lower than its true level. The re-action was almost as great as the inflation. But now again, in all legitimate branches the more prudent wear shorter faces than for several months past; they talk of good times and think of gradually extending their operations. The speculators in almost every form have not been so fortunate, and see little immediate prospect of a change. The moral of all of which is that it pays to adhere closely to business, but it is risky to place much dependence on the reputed short cuts to fortune.

DISCONTENT is a relative term, and one sure to be misunderstood if separated from its proper surroundings. A millionaire who gains ten thousand dollars in a venture on which he relied for four times the sum, very likely, is discontented; but to the great mass of humanity smaller earnings would be the very height of prosperity. The most discontented in Ireland are not those who suffer most, but those who see in the expected change something to gain, and in the Canadian North West the most discontented people are not those who are the worst off. As a rule they are those who have grasped more than they can hold, and find that something must be relinquished to hold the rest. One great cause of the financial stringency at the present is the over purchasing of land, stock, or agricultural implements, the payments on which are grinding to those who are compelled to meet them out of narrow resources, and who naturally find everything and everybody to blame except themselves.

Of course there are other causes of discontent than these. The high rates of freight, owing to the distance goods have to be carried to and from the seaboard, increases the price of merchandise imported and decreases the price of products that are exported. This is aggravated by the distance that grain has to be hauled to the railroad in most parts of the Province, and the high Custom's tariff collected on imports. These are grievances, but they are likely to be

remedied much more rapidly here than similar trials were in the older provinces at any period of their history.

The pioneers, who cut down the forests of Ontario, were happy if in four years they were able to plant sufficient to keep themselves in food; but the farmers who came here from cleared farms in Ontario, did not look forward to enduring the hardships and overcoming the difficulties which their fathers faced so bravely. They expected to begin almost where they had left off in their old homes, and from that to advance, even with greater speed than their ancestors ever attained thirty years ago, to a point in prosperity not dreamed of.

They found in the country they came to every natural advantage to lead them to expect that result, but also that the Province, when not represented in Parliament was organized on a speculative basis by the old Confederation with a view to securing a good financial return for the purchase money paid the Hudson's Bay Company, and without due consideration of the rights of the people who were to work out its future destiny. It, therefore, is in the condition of those children of high born parents whose future was planned for them before they entered the world. Its local government, with the gigantic task before it of opening up almost within a decade this great Province, is deprived of its lands, timber and minerals, which are sold or given away for the benefit of the Dominion at large, while the older provinces are the sole controllers of all included in their boundaries. It is discriminated against in the matter of railway construction and tariffs, and has no representative in the Cabinet to guard its especial interests there. These all are grievances that can be remedied, and therefore, there is discontent.

Discontent, in itself, is not such a terrible fault in national character. It is the mother of progress, and when properly directed leads to the best results. It plants trees on the prairies; it drains swamps and muskegs; it digs wells; it builds roads; it erects school-houses and churches; it talks of rebellion and arms to resist the invader. It constantly strives to better its condition, while its opposite in character is satisfied to remain stationary for centuries, spending all its energy in envying its more alert and prosperous neighbor.

It is in this sense the people of Manitoba are discontented and will continue so while the causes last. What else could be expected of those who risked their all to form almost a new nation in the great North West. That they will not rest until they obtain their full rights is a foregone conclusion. Sir John Macdonald understood this when he said "We cannot check Manitoba." For a time the people may be diverted from demanding their rights in a manner that cannot be withstood, but it will not take long, for the immense volume of public opinion to gain such strength that the reign of prejudice, or interest on the part of the older provinces must give way before it, and the North West possess every privilege its importance demands. In these demands it but follows the good example of British people everywhere. It is not easy to forget Runnymede and Magna Charta, and that every right and liberty enjoyed by Englishmen to-day was wrenched from English rulers by the most discontented and at the same time, most loyal citizens that ever lived. Who can forget that the same battle was fought over again in Ontario and Quebec in their early history? Discontent with disabilities that should and can be removed is the Canadian's birthright. He has sucked it in with his mother's milk, whether descended from the Celtic or Saxon side of the household. The world's great grumbler is the Englishman; but he permits none outside of the household to find fault with his own cause of complaint. It is a privilege which belongs only to those to the manor born. When our people become contented in the face of any monopoly, unjust law or anything else that is open to improvement, they shame their ancestry. But to say that the people of this country are discontented, using that term in anything but a complimentary sense, is either to show ignorance or hostility.

The above was in type before the farmer's convention which issued the now celebrated anti-immigration resolution. Everybody knows that the farmers met to agitate, and each speaker added new fuel to the fire, until they exceeded all reasonable limits. If they had met to find out what was good in their lot the result would have been very different. But in framing the anti-immigration resolution the immigrant was never thought of; the only thing before their minds was the best means to compel the powers at Ottawa to listen to them, and in their desperation they exceeded the truth, and in doing this placed themselves in a false position, and did their cause and their country injury.

But the injury is not so great as some make out. Most sensible men will see through the whole matter, and one farmer's resolution, surely, cannot in an instant overturn all the work of Dominion and Railway Emigration Agencies for years back, based on the solid foundation of truth.

Annexation, like discontent, is a much mis-used word. Annexation is universally taken to mean the absorption of Canada into the United States. But what does this paragraph which appears in the Winnipeg papers mean:—

"A telegram was received by Mr. J. A. Steen, Secretary of the Board of Trade, from Ortonville, Minn., to the effect that the board of trade in session there had resolved to memorialize Congress to vote an appropriation to connect the head waters of the Mississippi and Red rivers, with the view of ultimately connecting the waters of the Gulf of Mexico and Hudson's Bay by the two rivers mentioned, thus giving the States along the Mississippi and Red rivers a new outlet to the maritime ports of Europe."

It means that the Western States are looking to Manitoba and the Hudson's Bay route as their means of communication with the old world, and as the less becomes annexed to the greater, annexation in the Western States of America, if it means anything will mean annexation for commercial purposes to Canada. In this way the people of those States hope to escape from a railway domination worse than our twenty years monopoly.

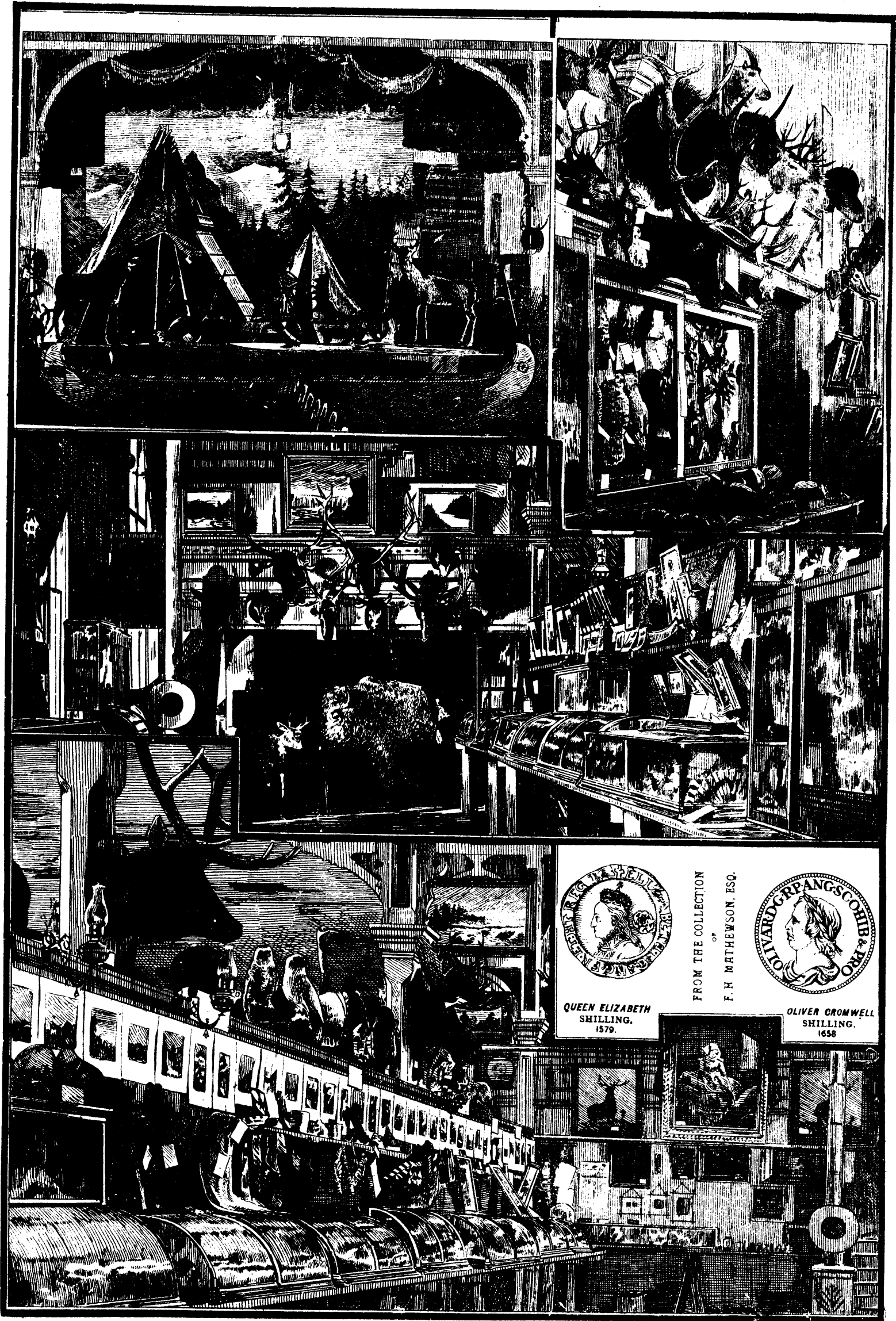
Manitoba is not old enough to have developed any special peculiarity in the appearance or character of its inhabitants. It is said that everybody grows stout here, and certainly it is a country of large animal life. Our men and women are portly, even the half starved fugitive Jews, who were sent here from Russia, having gathered flesh to a remarkable degree. The Mennonites also are as plump as their cattle, than which there can be no more complimentary comparison. The original French settler and the the half-breed are corpulent, and the lank Ontarian and nervous English Quebecer increase in weight here also. But the indigenous Indian, how is he? Not very fat, certainly, but he is brawny and strong, with an abundance of flesh. It would take rolls of flesh like Falstaff's to hide his cheek bones. The wild animals and fowls, as a rule, are as large and in as good condition as their nature will allow. We think then that the characteristic native will be a lusty fellow. The school system, so firmly based in the early history of the country, will develop his mental faculties. The long cold winter and short, rapid, growth producing summer will make him thrifty and enterprising. His magnificent wheat fields and unlimited grazing ranches will make his wealth like that of Job, and wealth with education brings a taste for science and art in every form, while his ancestry, education, and the natural characteristics of the country and his good common sense will tend to his leading a moral and religious life.

It is difficult to say what character our future Manitoban will bear in the eyes of the rest of the world, but it is not out of the way to notice that the character sketches, as depicted by our artist, are taken from a railway car. The dreamer in corner lots may have just dropped from Gotham or the London counting house; the enraged lady, (we beg her pardon, woman,) is straight from the old country, and the injured man; who has been so unfortunate with his ticket, is certainly from London; the newsboy and brakemen are from across the lines, while the sleepers and the fisherman are met on every train in Ontario.

It is a long time since people on this continent have looked to the British House of Parliament for information on matters pertaining to themselves, but it is not long since the average Englishman, following the example of the enlightened editors of the Encyclopædia Britannica, has come to acknowledge that enlightened and educated people living in a country, even if it be but a colony, know more about it than those who have never seen it. Thus it does not matter much to us that the chief Lord of the Admiralty in answer to an enquiry from a member replied that the experience of two hundred years shows that Hudson's Bay is open to vessels only for about two months in the year and that the navigation is dangerous. Those who take the trouble of reading this paper through will probably know more on the subject than the chief Lord of the Admiralty, who considers the navigation too dangerous to send out one of Her Majesty's vessels to obtain information.

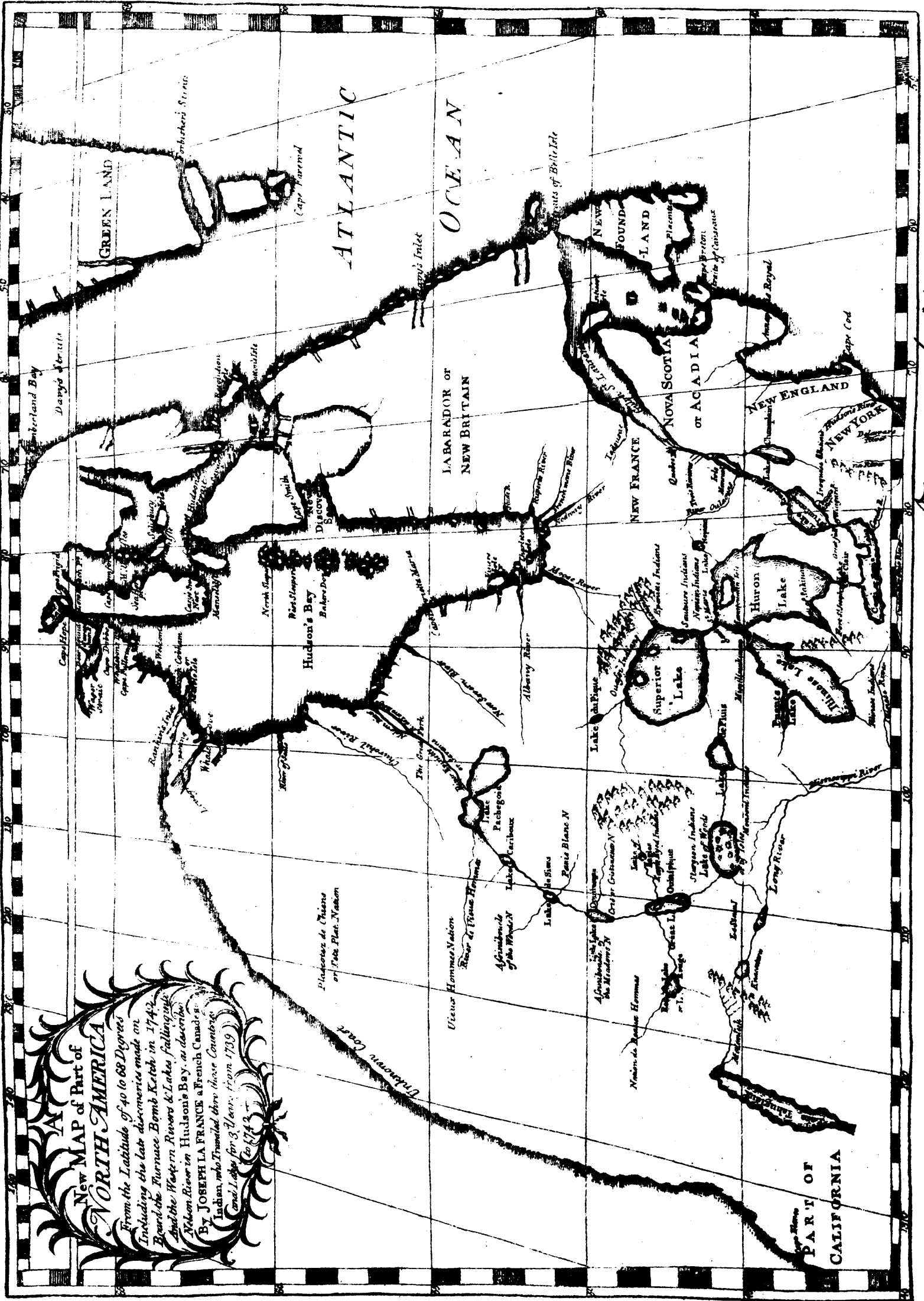
The full page illustration of the Exhibit of the Manitoba Historical and Scientific Society will be a surprise to many as the original was to those who saw it. That a country so young can produce so rich a display of articles, rare, beautiful and valuable, is a marvel, and but another evidence of the wealth and taste of the people of this Province. The Society has done much to preserve many valuable relics of the past of this country and to gather knowledge of its resources. It is rich both financially and in possessing members deeply interested in its work, and is now one of the features of Winnipeg.

The excellent view of the halo, on another page, was presented to the QUARTERLY by Miss E. A. Abbey.



THE MANITOBA HISTORICAL AND SCIENTIFIC SOCIETY'S EXHIBITION.

FROM PHOTOGRAPHS BY JOHN ROSS.



Drawn by
C. Bell

THE HUDSON'S BAY OUTLET.

Hudson's Bay is less impeded by ice in winter than the Baltic.

Thirty rivers of considerable size, besides innumerable small streams, flow into Hudson's Bay.

The mineral resources of Hudson's Bay while undervalued, are already known to be great.

The fisheries of Hudson's Bay are very rich. It is one of the strongholds of the whale fisheries.

York Factory is on the Hayes River, which empties into the north of the Nelson. Its garden is on Ten Shilling Creek.

Churchill harbor is more southerly than the central line of the Baltic, and is open on an average for over six months in summer.

No portion of Hudson's Bay lies within the Arctic Circle. The latitude of its southern extremity is south of London, England.

The first route taken by immigrants into this country was via Hudson's Bay, which promises soon to be an important one in the future.

The Churchill River is considerably larger than the Rhine, and its water is as clear and bright as that of the St. Lawrence.

A seventy-four gun man-of-war, and two frigates each of 36 tons, anchored in the harbors at the mouths of the Churchill and Nelson Rivers in 1782.

Valuable timber is found over a very large tract of country about the head waters of the rivers flowing towards James' Bay from the South and West.

Churchill Harbor on Hudson's Bay is excellent, and available to vessels drawing thirty feet of water without outlay, except for the construction of wharves.

Above 5,000 Indians, principally Swampie Crees or Moskeyows, inhabit the districts bordering on Hudson's Bay, in addition to which there are some 4,000 Esquimaux.

Churchill Harbor, almost as near to Liverpool as Montreal, is only 400 miles from the greatest wheat field in the world, or not so far as Quebec is from Toronto.

The Nelson River is 400 miles long, and if the Saskatchewan is added, a total of 1,300 miles is obtained from the source of the latter in the Rocky Mountains to the mouth of the former in Hudson's Bay.

Hudson's Bay, including James, measures about 1,000 miles in length and more than 600 wide at its northern part. Its total area is about 500,000 square miles, or more than half that of the Mediterranean Sea.

Dr. Bell sounded the channel of the Nelson River at different places and found that with the exception of about two miles, forty miles from its mouth, where a depth of only 10 feet of water is found, there is a 20 foot channel for eighty miles from the open sea.

The neighborhood of Hudson Bay is covered with wild fowl, as well as other game. Twenty thousand geese have been killed at Fort Albany alone, and there were plenty left. Those killed were salted and kept in hogsheads for future consumption.

The drainage basin of Hudson's Bay measures about 2,100 miles from East to West, and 1,500 miles from North to South, and its whole area is not far from 3,000,000 square miles. It extends from the Rocky Mountains nearly to Lake Superior, and southward far into the United States.

Vast tracts of the drainage basin of Hudson's Bay possess a fertile soil, and a climate suitable for the growth of all kinds of cereals and root crops. The whole area is interspersed with almost innumerable beautiful lakes, many of them of great size. It is also traversed by great rivers affording long stretches of navigable water.

The Hudson's Bay Company was organized as a Fur Trading Company, and for many years their only means of communication with its territories was through the Bay which gave this Company its name. Amongst the skins of animals exported are the moose, musk ox, deer of different kinds, wolf, fox, beaver, polar bear, brown bear, black bear, ermine, marten, otter, fisher, skunk, wolverine and lynx.

Hay can be cut in abundance in the neighborhood of Fort Churchill, and cattle thrive well, yet the same ignorance or obstinacy as that above referred to prevented any attempt being made to breed stock on the spot, so that every fresh animal required had to be brought from some other port. Now, the small brood which is kept at the place is renewed by raising the animals calved at the fort itself. The open grassy land near the sea is practically of unlimited extent. Much of it is dry and undulating, affording abundance of pasture for the cattle. The butter made by Mrs. Spencer could hardly be excelled for quality and fineness of flavor in any country.—DR. BELL.

OPEN WATER.

From the year 1789 to 1880 the records of the Hudson's Bay Company note 129 arrivals of the Company's vessels at York Factory. Of these arrivals, 13 were between Aug. 1st and 10th; 44 between Aug. 11th and 20th; 38 between Aug. 21st and 31st; 19 between Sept. 1st and 10th; 8 between Sept. 11th and 20th; 6 between Sept. 21st and 30th, and one on Oct. 7th. Of the departures, 9 were between August 25th and 29th; 27 between Sept. 1st and 10th; 51 between Sept. 11th and 20th; 34 between Sept. 21st and 30th; 8 between Oct. 1st and 10th. During this time there is record of only two vessels having wintered at this port. This port is but one place of calling for the Company's vessels, yet it gives an average of a full month during which time the vessels laid at anchor in that Harbor, while these records also show that navigation in the Hudson's Straits and Bay have been known to be open for fully three months for sailing vessels for over a hundred years, and how much longer it is difficult to say. The records of the opening and closing of the Hayes River kept at York Factory, which stands at its mouth, shows that the river opened for navigation 5 years between May 1st and 10th; 24 years between May 11th and 20th; 23 years between May 21st and 31st, and once on June 1st. It closed 6 times between Nov. 6th and 10th; 23 times between 11th and 20th; 23 times between Nov. 21st and 30th; and once each on 2nd and 9th of December. This is equal to six months of navigation. Fort Churchill and Nelson situate at the mouths of tidal rivers, show open water for a month longer than this, or seven months of navigation in the year, if it is shown that the Bay and Straits are open, which we think has been done.

ARCHANGEL AND HUDSON'S BAY.

Some have thought it a compliment to Forts Churchill and Nelson and others on the Hudson's Bay to compare them favorably with Archangel, which was for very many years the only port of Russia. The comparison, however, is sufficient to throw ridicule on some of the apparently strongest objections to the navigation of Hudson's Bay and Straits.

The Latitude of Archangel is 64° 32'; Fort Churchill is 417 miles further south.

To reach Archangel, North Cape, the most northerly point of Europe, must be rounded in Latitude 71, 380 miles north of the Arctic Circle, 518 miles north of Archangel and 935 miles farther north than Fort Churchill.

A ship sailing to Archangel from any part south of the Arctic Circle must sail 1200 miles in the Arctic regions to reach it. The most northerly portion of Hudson's Bay or Straits is 300 miles south of the Arctic Circle.

The harbor of Archangel is open from June to October, and the rivers are open only from July to September. The Hudson's Bay and Straits, it is asserted by sea captains, are open all the year round, and the rivers are open from the middle of May to near the close of November.

Archangel has a poor harbor. The harbors of Nelson and Churchill are excellent.

Archangel has been known as a seaport since the tenth century. Its modern prominence begun in 1553, when a trading post was opened by an English sea captain with consent of Czar Ivan II, and up to the beginning of the 18th century was the only seaport of Russia and enjoyed remarkable prosperity. About the year 1598, Czar Boris Godunoff made the trade through Archangel to Moscow free to all nations. In 1655 the exports amounted to 600,000 roubles. In 1668 Alexis Michaelovitch employed the labor of thousands of Tartar prisoners for 16 years to build the great bazaar of stone. At the time of the visit of Peter the Great in 1693, the average annual export to England alone amounted to over half a million dollars. Its exports are flax, tow, oats, linseed, wheat, tar, resin, mats, beef and pork, calf and seal skins, train oil, cordage, &c. The exports in 1874 amounted to over \$6,000,000 in 472 ships, of which 62 were steamers and 220 coasting vessels.

If so much can be done in an inhospitable climate and sterile country, like that of Northern Russia, what may not be expected of the ports on the Hudson's Bay, within 400 miles of the greatest wheat and grazing fields in the world.

In the Canadian Parliament, Sir John Macdonald spoke strongly of the importance of opening the trade of Hudson's Bay, both because of the needs of Manitoba and the vast regions north and west of it, and because for 600 miles on the west coast of the bay the fisheries will be found of great value. He stated that the log-books of the Hudson's Bay vessels for many years were being examined with care for evidence as to the time during which Hudson's Bay can be navigated, and said, "I have no doubt it will be found, when the question is worked out by experience and steam vessels, the period during which the strait can be profitably navigated will be considerably extended beyond the present idea."

Some time ago, Mr. Erastus Wiman, of New York, caused log-books of New London whalers to be extensively examined for evidence. The information gathered, while highly interesting, is not conclusive, because all the experienced navigators suggest that navigation through the strait would be practicable much earlier and much later in the year for steamers than for sailing vessels. One captain says steamers "would have no trouble in coming up to November 1, and some seasons later," while nearly all agree that it would be practicable to enter with steamers about July 1. But it is doubted by some whether, by running close to shore, safe passage cannot be found during a considerable part of the season which is the most impracticable for sailing vessels. With four months, or even three, of open navigation by the strait, a vast quantity of grain and other products would find its way to Liverpool by way of Hudson's Bay.—*New York Tribune.*

SUN'S HEAT AND LENGTH OF DAYS.

The influence of the long days and moderate heat of the northern portion of the Canadian North West is seldom considered. Together with the excellent quality of the soil they are the secret of the plump, hard grain unequalled in any other part of the world. Prof. Hind gives the following table showing the sun's relative intensity and the length of the day in latitudes 40°, 50° and 60° north, during the growing and ripening months:—

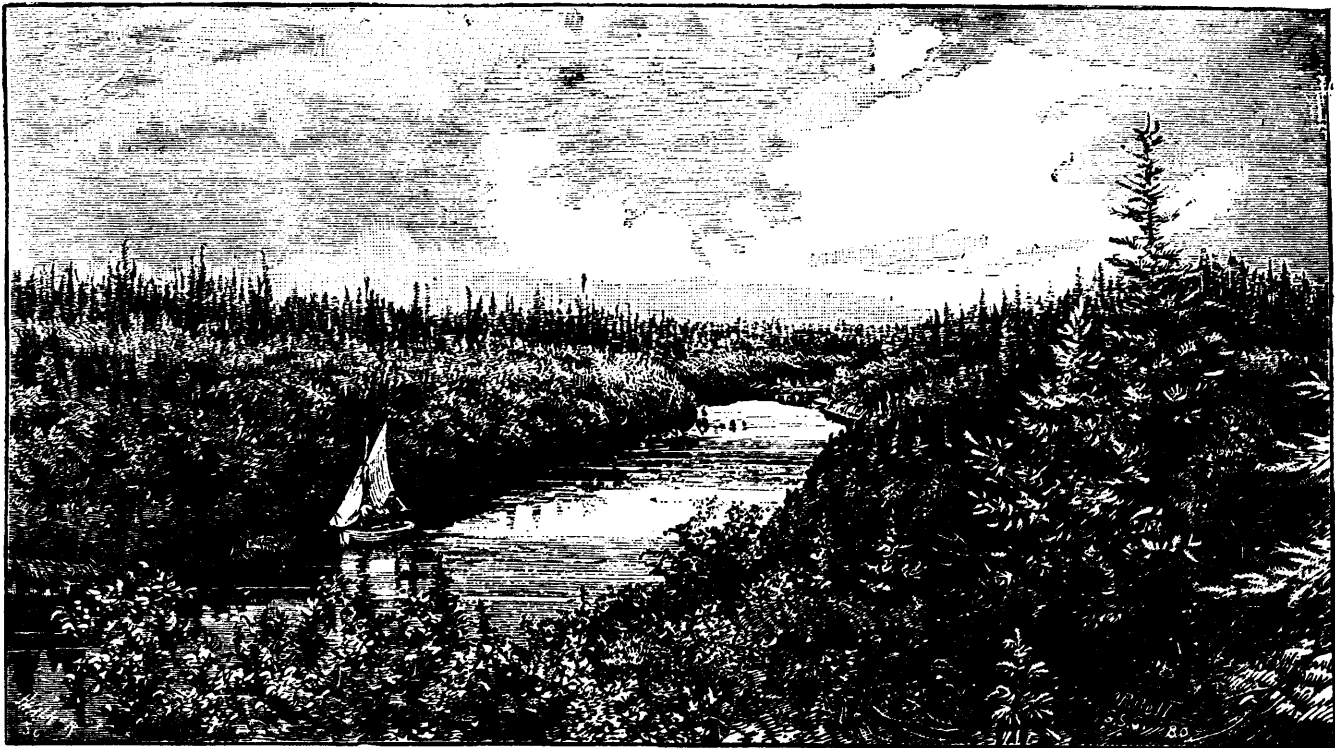
	Latitude 40°, N.		Latitude 50°, N.		Latitude 60°, N.	
	Sun's Intensity.	Length of Day.	Sun's Intensity.	Length of Day.	Sun's Intensity.	Length of Day.
May 1.....	80	13.46	77	14.30	70	15.44
" 16.....	85	14.16	83	15.16	79	16.56
" 31.....	88	14.38	87	15.50	85	17.56
June 15.....	90	14.50	89	16.08	88	18.28
July 1.....	90	14.46	89	16.04	88	18.18
" 16.....	87	14.34	86	15.42	84	17.42
" 31.....	84	14.08	81	15.04	71	16.38
Aug. 15.....	79	13.36	74	14.18	67	15.24
" 30.....	72	13.02	65	13.28	57	14.08
Sept. 14.....	65	12.22	58	12.32	46	12.46
" 29.....	57	11.44	47	11.36	36	11.26

The latitude of New York is 41°; Toronto, 44°; Montreal, 46°; Winnipeg, 50°; York Factory, 57°; and Churchill, 59°. It is evident, from this table, that as we move north the length of the day increases in a greater ratio than the sun's heat diminishes, and that Manitoba as far north as grain is grown, receives during the growing season more light and heat, but so distributed as not to scorch and burn, than the northern portion of the United States, and the older provinces of Canada.

SOME COMPARATIVE DISTANCES.

We give below a comprehensive table of distances which will prove of considerable interest. These distances are all given in statute miles and thus may appear to vary considerably with some in geographical miles that are familiar to our readers. It is impossible to assert that they are positively accurate in every case, owing to the differences in opinion as to longitudes in some instances, but no pains have been spared to make them as correct as possible.

	Miles.
Fort Churchill to Liverpool.....	3,368
Fort Nelson to Liverpool.....	3,411
Winnipeg to Fort Churchill, via surveyed route of Manitoba and Hudson's Bay R. R.....	715
Winnipeg to Port Moody via C. P. R.....	1,458
Winnipeg to Montreal via C. P. R. North of Lake Superior, (all rail).....	1,440
Winnipeg to Montreal via Chicago.....	1,703
" " Fort Nelson, (air line).....	539
" " Fort Churchill, (air line).....	636
" " New York, (all rail).....	1,848
" " Liverpool via Air Line to Fort Nelson.....	3,950
" " Liverpool via Air Line to Fort Churchill.....	4,004
" " Liverpool via surveyed route Man. and H. B. R. R.....	4,670
" " Liverpool via C. P. R.....	5,283
" " Liverpool via New York.....	957
" " Calgary.....	983
" " St. Paul, Minn.....	5,057
Yokohama, (Japan) to Port Moody.....	5,177
" " " San Francisco.....	1,362
Port Moody to Fort Churchill (air line).....	1,458
" " Winnipeg, via C. P. R.....	



AT YORK FACTORY—VIEW OF TEN SHILLING CREEK.

From a photograph by DR. BELL.

I saw very good potatoes and turnips growing in the garden at Fort Churchill. Previous to the advent of Mr. and Mrs. Spencer, the cultivation of potatoes had not been attempted. However, in spite of predictions of certain failure, ground was prepared, seed planted, and a good crop harvested. The experiment has been repeated successfully for seven consecutive years, so that the question of the practicability of cultivating the potato on the shore of Hudson's Bay in this latitude has been pretty well solved.—Dr. BELL, *Geological Survey Report*, 1878-9.

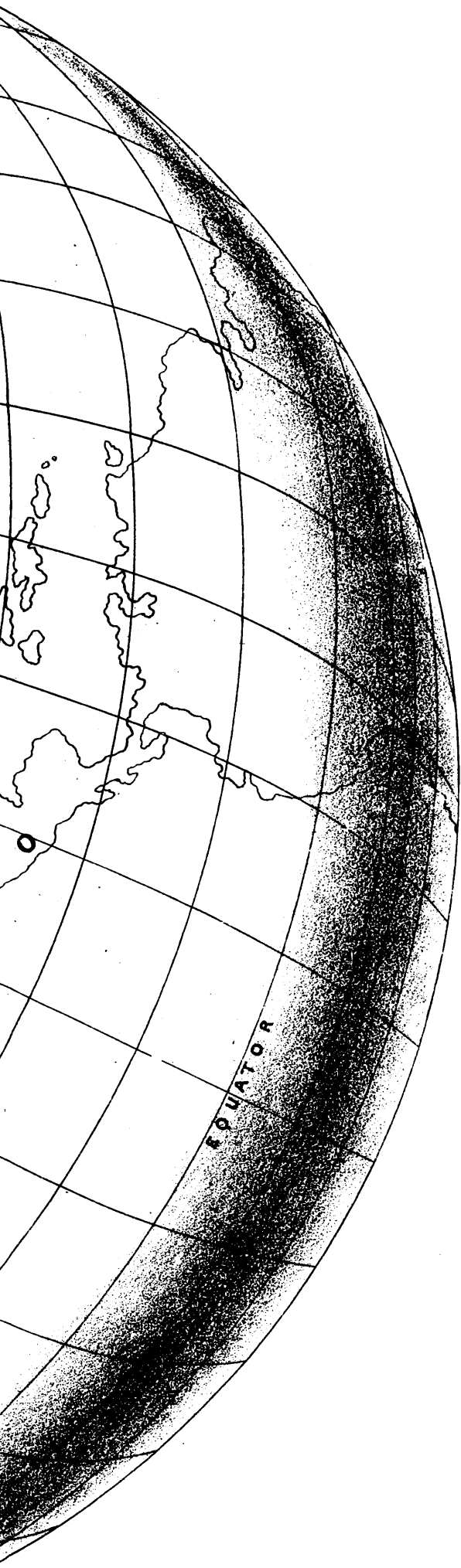
The average depth of Hudson's Bay averages about 70 fathoms throughout, deepening to 100 and upwards in approaching the outlet of Hudson's Strait; while in the Strait itself the soundings along the centre vary from about 100 to upwards of 300 fathoms. Near the shores a stiff clay, affording good holding for anchors, is almost invariably met with on all sides. The Bay and Straits are remarkably free from rocks and shoals, which might interfere with their free navigation.—DR. BELL.

The Bishop Engraving and Printing Company do all kinds of Lithographing, Printing, Paper Ruling, and Blank Book making, punctually and cheaply.

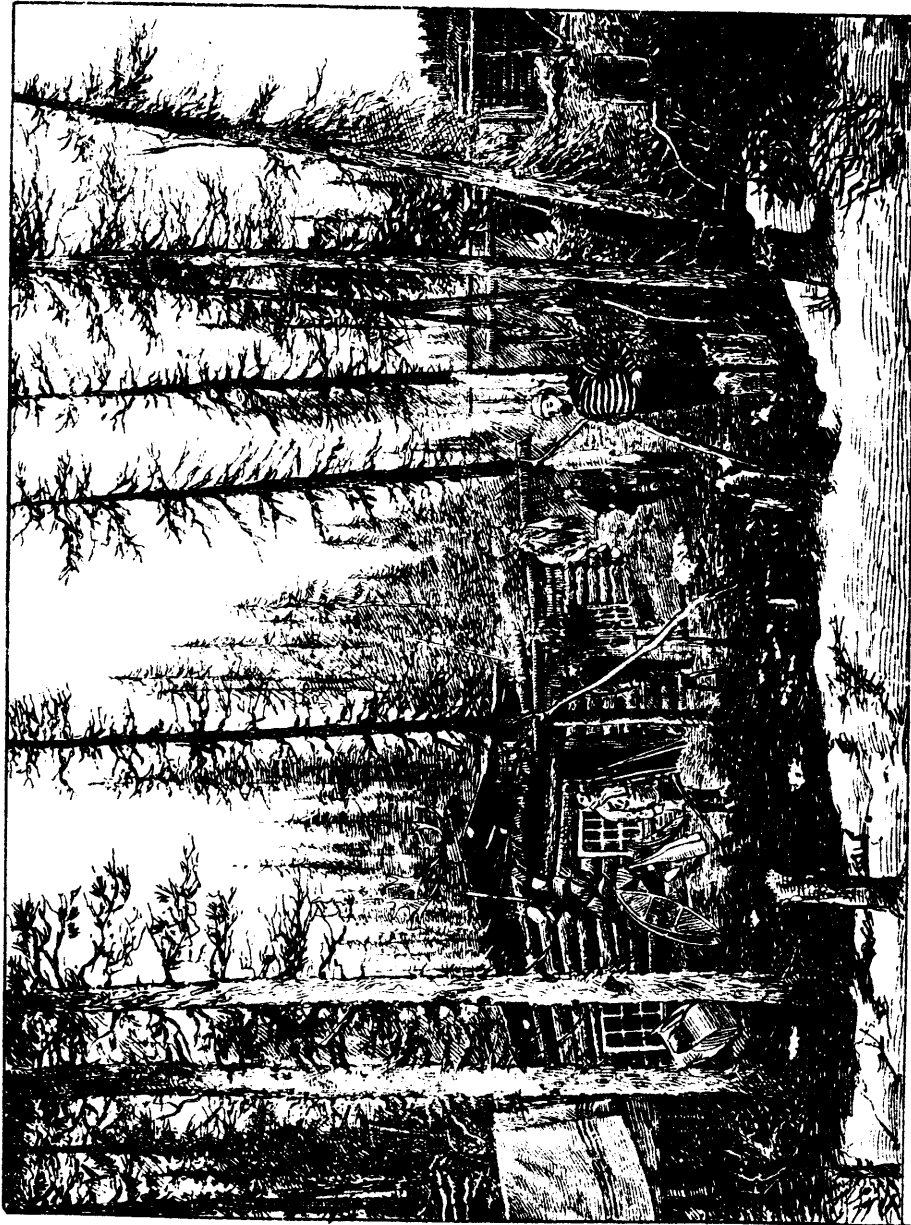
The Canadian Pacific Railway Company has 1920 miles of track laid in Ontario, including that in the disputed territory, while regular trains run over 900 miles.

Port Moody to Montreal, via C. P. R.....	2,898
San Francisco to New York, (air line).....	2,580
" " " shortest Railways in United States.....	3,331
" " " via Brockville and C. P. R.....	3,158
" " Montreal, (air line).....	2,734
New York to Liverpool.....	3,507
Montreal to Liverpool, via Bell Isle.....	3,230
Yokohama, Japan, to Liverpool, via Air Line to Port Churchill.....	9,787
" " " " via C. P. R. to Winnipeg and Proposed Man. and Hudson Bay R. R. to Churchill.....	10,598
Yokohama (Japan) to Liverpool, via Port Moody and Montreal.....	11,185
" " " " via San Francisco and New York.....	11,842

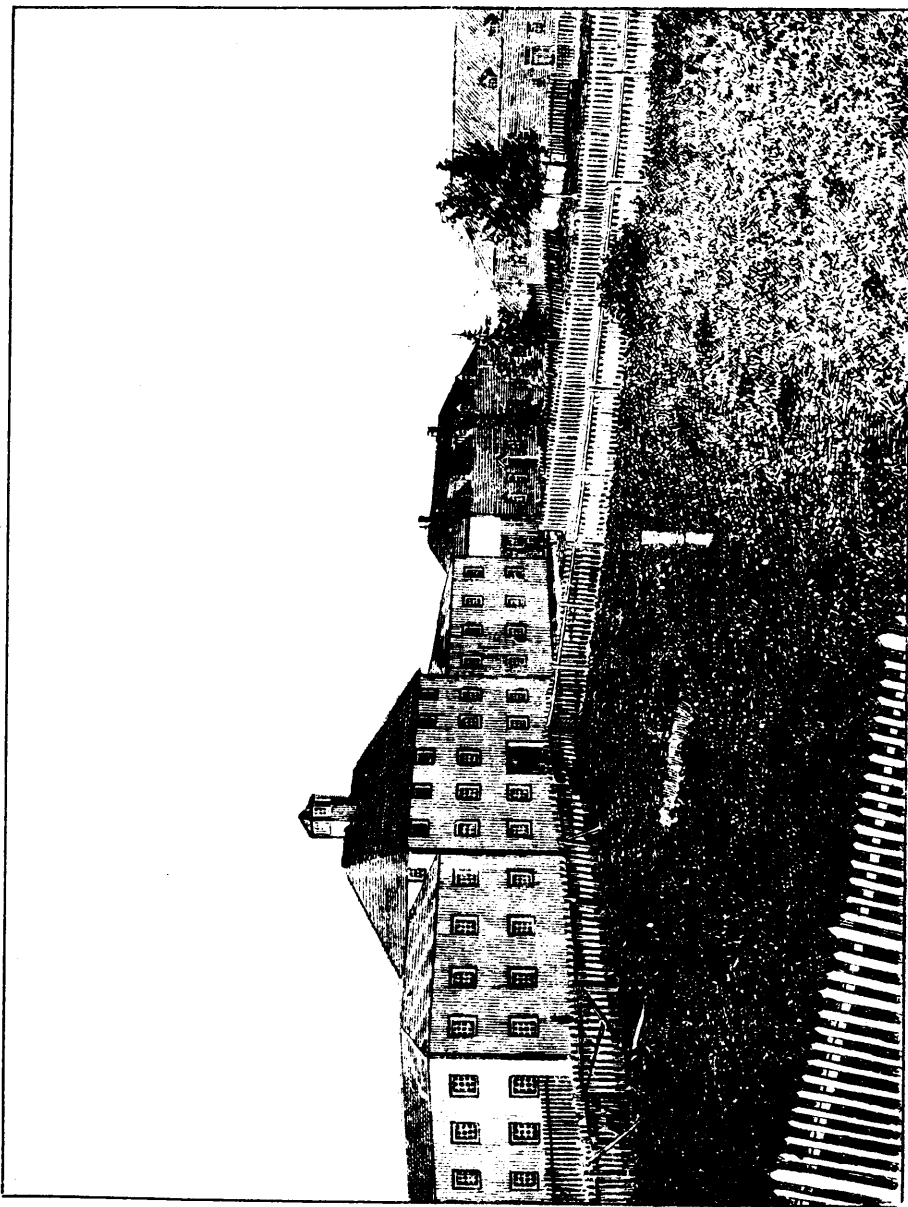
The C. P. R. announce the following second class passenger rates from Montreal to points in Manitoba and the North West by their land and water route. Their second class tickets give the passenger better accommodation than did first class fares on Canadian roads but a few years ago:—Montreal to Winnipeg, \$17 00; to Portage la Prairie, \$17 85; Brandon, \$19 00; Broadview, \$21 65; Regina, \$23 50; Moose Jaw, \$24 30; Swift Current, \$26 65; Medicine Hat, \$29 55; and Calgary, \$34 05. From Montreal to Calgary is 2,345 miles. People from the old country buying their tickets there can travel from Montreal to Winnipeg for \$9 75.



A VIEW OF THE GLOBE SHOWING SHORTEST DISTANCES BETWEEN THE EAST AND THE WEST, VIA C. P. R. AND HUDSON'S BAY.



ENGINEER'S CAMP. NEAR YORK FACTORY. ---From a Photograph.



YORK FACTORY, SHOWING POTATO PATCH AND SUN DIAL, ERECTED BY SIR JOHN FRANKLIN. ---From a Photograph.

THE ADVENTURERS TO HUDSON'S BAY.

[Condensed from Prof. Bryce's work on Manitoba.]

When Sebastian Cabot had, after trial, come to the conclusion that there was no north west passage, and become in consequence the Governor of the "Russia" Company to seek a north east passage; when Martin Frobisher had discovered the land named by Queen Elizabeth "Meta Incognita," received from his Royal patroness a chain of gold, and startled the world by bringing home hundreds of tons of worthless sand, supposing it to contain precious gold; when John Davis commanding the two barks, the *Sunshine* and the *Moonshine*, had found the straits that bear his name; when Sir Humphrey Gilbert had written a very judicious discourse on the subject, and Captain Lancaster of the East Indian service ventured the strange prophecy or haphazard prediction that in 62° 30' N. would be found the north west passage; and the expedition of the "Russia" and "Turkey" Companies under Captain Weymouth, had gone and come, and the looked-for passage seemed as little known as ever, Hudson was employed by a Company of merchants determined to reach the Indies "whether by the north, the north east, or the north west."

No company of the time seems so persistently to have pushed their projects as this under which Hudson served. He tried all the three directions mentioned, and though great sums of money were lavished on the voyages by the enthusiastic projectors, the names of the individuals of the Company are not known—all that we know being that Hudson's patrons and employers were some "worshipful merchants of London."

His third voyage, undertaken in 1610, was that in which he sought the north west after going in the other directions named. His Journal was somewhat as follows:—

April 17th. Left Blackwall.

June 1st. Sailed from Iceland.

" 15th. Sighted Davis's "Desolation Land."

" 24th. Began entering Straits afterwards bearing his own name.

July 8th. Lat. 60° N. Land south of Straits named "Desire Provoked."

" 11th. Among islands, named by him "Isles of God's Mercy." Called cape on his left hand "Cape Diggs."

After this date Hudson sailed down to the bottom of the bay, and very carefully searched the west side, on which he spent the time till the beginning of September. In the beginning of November he found a wintering place on the south west coast, and there drew his vessel ashore and prepared for passing the winter. The first winterers seemed to have endured great hardships, but chiefly from being unprepared. The supply of food was short: in spring they sought for natives along the coast to obtain provisions but found none. On the failure of this search Hudson divided up the provisions on hand among the whole party, and gave certificates entitling the men to their wages should he not survive. Foreseeing the straits to which they would be reduced, the unfortunate commander remarked, in an unguarded moment, that on account of the scarcity of provisions he feared a part of the crew might of necessity be left behind. The strong man, it is said, wept at contemplating the miseries of his starving crew; but a number of the men, alarmed at his remark about dividing the company, conspired against their captain and determined to leave him behind. They remorselessly placed their kind-hearted commander, his son, John Hudson, Mr. Woodhouse, a gentleman volunteer of a mathematical turn of mind, who had accompanied them, the ship's carpenter and five men in the shallop, badly provisioned and badly armed, and left them to their fate.

On their return home the mutineers sought to put the best face possible on the affair. Abbacuc Pricket, the chronicler of Hudson's voyage, maintained that the ship had been aground at Diggs' Island, and that a strong eastward current had set them free, and that no doubt Hudson would yet be found. The Company, full of regret for their faithful servant, were encouraged by the statement of Pricket as to an eastward current in thinking that not only would Hudson yet be rescued, but that the current spoken of betokened a north west passage.

They accordingly despatched a famous navigator, Captain Thomas Button, who sailed in May, 1612. Button was provided with two staunch vessels—the *Resolution* and the *Discovery*. Some time in the month of July he had entered the bay, and shortly afterwards discovered the land which runs as a peninsula from the very north of the bay southward, giving it the name "Cary's Swan's Nest." Supposing that the opening for which he sought was near, he sailed south of west, but met with land again, to which he gave the significant name "Hopes Checked." A great storm had caught him in the open bay, and so injured his ships that he was compelled to seek a harbour that he might repair the damage done.

By the middle of August he entered the Nelson river, which he named from the master of one of his ships, who died there—and in a creek running into the Nelson Button found the shelter he sought. Having determined to winter in this haven, he barricaded his vessel and wintered on board his ship, in which he kept three fires. During the winter the crew were successful in capturing large numbers of wild fowl, which gave a large supply of food; it is stated not less than 1800 dozen white partridge and other fowls were caught. The River Nelson was not entirely frozen over till the 16th February, and began to clear of ice on the 21st April. At length liberated from the ice-bound inlet, which he called Button's Bay, he explored the west coast more fully, and gave to the country about Nelson river the name New Wales. Button was even after his return perfectly satisfied that a north west passage existed, but he certainly had not succeeded in finding it.

London and Bristol were at this time the competitors in the race of discovery. Accordingly, in the year 1631, two expeditions to Hudson's Bay were fitted out—one from each of these points. The expedition from London was placed under the command of Captain Luke Fox. Captain Fox was introduced to King Charles I., and received along with a chart containing the record of all former discoveries a letter to the Emperor of Japan from his Britannic Majesty, which he was to deliver on his reaching Japan by way of the north west passage, the hoped for object of search.

Fox reached Hudson's Bay in good season, having entered Hudson's Straits on the 22nd of June. On entering the bay fine clear weather greeted the explorers, as well as an open sea free from ice, no snow on the land, but a bold ragged coast, like headlands on the ocean, with tangle and rockweed, and great plenty of fish. Fox spent the summer in visiting the west coast of the bay, but found not the longed for passage, and in consequence had not the pleasure of presenting his letter to the august monarch of the Isles of the Pacific. Not desiring to winter in the bay he journeyed homeward, re-passed Hudson's Straits in the beginning of October, and on the last of that month arrived safely in England.

The Bristol merchants put their expedition under command of Captain James, a good mathematician, but seemingly an inexperienced sailor. He left England in the same year and same month as Fox, likewise armed with the letter to his Highness of Japan. The design seems to have been that James should explore one coast of the bay and Fox the other, Fox taking the west and north, and James the south and east. The Hudson's Straits were entered about the middle of June, and considerable embarrassment ensued from meeting with ice. A terrible storm overtook the timid mariner and his crew on the 4th of September, and their distress is described as "most miserable in this so unknown a place." Severe weather now overtook them, the rigging froze during the night, the deck was nightly covered by half a foot of snow, they despaired of ever finding a way home again, and to use their own words "they began to prepare to make a good end of this miserable, tormented life. The sheltering bay of a coast island to the south of Hudson's Bay afforded them partial protection at last, and they determined to winter in this island found in 52° N., called by them Carlton Island.

Zachariah Gillam, a New England captain, started in the year 1668 from Gravesend, but the facts of his voyage are a subject of dispute. The truth seems to be that he sailed on the 4th of June, saw Resolution Isle on the 4th of August, by the 19th got to Digg's Island, and on the 29th of September reached the River Nemisco, called by them Rupert's river, in which they wintered. On the 9th of December the river was frozen up, and the ship's company crossed on the ice to a small island full of poplars, all the other trees being spruce. In April, 1669, the cold was almost over, and the Indians came down to them. They saw no grain there, but many gooseberries, strawberries, and Dewotter berries. The Indians about that river are simpler than those of Canada. Here, and at this time, the first English settlement was made (51° 20' N., and 78° W.) by building a little stone fortress, to which Captain Gillam gave the title of Fort Charles.

The expedition of Zachariah Gillam returned to Britain in 1669. The adventurers then gained the assistance of Prince Rupert, the patron of all such enterprises, and also that of many of the leaders of public affairs in Britain. Upon the ground of discovery and of their stone fortress at the mouth of Rupert's river they made their claim for organization, and their charter was obtained as the "Hudson's Bay Company" on the 2nd of May, 1670.

For 200 years since that time the Company has sent out its ships to Hudson's Bay and engaged in an enormous trade. Charles Bayley, Esq., was the first governor sent over to begin the trade. This was in 1670, the year of the founding, and in fifteen years afterwards they had five factories, as they were called, viz., at Albany, Hayes, Rupert, Nelson, and Severn. Shortly after, in the struggles between France and England, Hudson's Bay became the theatre of war, and in these struggles the young Company received its share of trials; its forts were occupied, its trade interrupted, and its energies weakened time after time, until the peace of Ryswick put an end to the difficulties that beset the traders. Yet, during all this period, taking full account of losses, the proprietors comforted themselves every few years with a dividend of fifty per cent.

The trade was for many years chiefly carried on upon the sea-coast. Without leaving their factories on Hudson's Bay, they could obtain for a trifle of goods, or some paltry weapon or trinket, the most valuable furs; and Fort Churchill and the shores of the inland sea of the north became the centre of attraction for the many bands of the Crees and Algonquins of the south and east, as well as of the Chippewyan nations of the North West. There is a grim humor in the motto of the Hudson's Bay Company "Pro pelle cutem" (skin for skin), adopted as embodying the results of a thousand successful transactions. Yet there was evinced on the whole a sagacity and tact in dealing with the savage, even in these early days of the Company, that has been seldom equalled.

To us the facts given in the earlier part of this chapter seem to hold out strong hopes. When the voyages of two centuries ago were made, sailing-vessels could alone be used; then there was no special object in getting to the bay at the earliest possible time, nor in leaving it at the latest date possible, and yet what do these voyages show?

Captains.	Entered Hudson's Straits.	Left Hudson's Straits.
Hudson, 1610.....	June 24th.....	—
Button, 1612.....	July.....	—
Fox, 1631.....	June 22nd.....	October 1st.
James, 1631.....	Middle of June.....	August (end).
Gillam, 1668.....	{ August 4th (Straits).....	—
	{ August 19th entered.....	—
	{ Bay.....	—
Bylot (1st voyage), 1675.....	May 27th.....	—
Do. (2nd voyage), 1676.....	Entered Davis Straits M'y 14.....	—
Hudson's Bay Co.'s ship, 1812.....	September 26th.....	—
Chappell, 1814.....	—	October 6th.

They show that so early as May in two successive years Bylot entered Davis Straits, the part that must ever contain the floating ice from the north; that in June, Hudson, Fox, and James, all entered Hudson's Straits: that Gillam entered in August, and made with a sailing-vessel the whole length of Hudson's Straits in 15 days. Most of these explorers wintered in the bay, and having a second season to return to Britain, would not test the lateness of the season. Fox, however, made the journey to Hudson's Bay, and returned in 1631, and left the Straits as late as October. It would seem then altogether probable that from the middle of June to the middle of October, a season of four months might safely be counted on, with the possibility of another half-month at the beginning of the season.

A STRANGE OLD MAP.

That part of the map, given in another page, which describes the country between Lake Superior, Lake Winnipeg, and down to York Factory, was compiled in 1744 from information given by Joseph La France, a French half breed, who was born at Missilimakinac, Lake Superior, in 1708. He was sent to Quebec in 1713 to learn French.

When 27 years of age he went from his home to the Mississippi River "traveling by the 'Illinese' Lake which he called Michigan," passing by "Ouisconsin" to the "River Missouri."

In 1738 he made a trip to Montreal, passing down "that river called St. Lawrence, by some named Outaouas (Ottawa), which has its source in the Lake Nepesing (Nipissing), the only considerable towns being Quebec, Montreal, Champli and Catarakui (Kingston).

Having managed to get into trouble with the French, he determined to go to the English at Hudson's Bay, by passing through the Indian nations west of Lake Superior until he should arrive, by those rivers and lakes which run northward, at York Fort.

Accordingly he set out in the winter of 1739, and on the 18th April 1740 he had arrived at the Riviere Du Plus (Rainy River), where he and the Indians with him "got fine birch trees to make canoes." He says "the Indians on the west side of the river were called Monsoni, or Monsonique, or Gens de Original." The Indians fished with nets at the bottom of the falls that give forth a mist, hence its name, Rainy Falls.

In May he arrived at Lac Du Bois (Lake of the Woods), and remained there until August, when he descended the "Ouinipique River" to "Ouinipique Lake," and there hunted with the Cris or Christinaux (Cree) Indians who lived on the north east side. He shot many geese on Sandy Isle. The Cris told him that on the west side a river entered which was navigable with canoes; it descended from "Lac Rougeor," the Red Lake, called so from the color of the sand. They also informed him that two other rivers ran out of that lake, one into the Mississippi and the other westward.

On the east side of the Ouinipique Lake lived the Migechichiliniou Indians. On the west side lived the nation of the Assinibowels of the Meadows (Assiniboine Swampies), and further north the Assinibowels of the Woods (Wood Crees). To the south were the Beaux Hommes, betwixt them and the Sioux Indians.

Hunting and fishing he made his way down "Little and Big Ouinipique Lakes," along the River Du Siens (?) to Lake Du Siens (?) which was full of a kind of wild oats of the nature of rice, the husk being black, but the grain white; this the Indians beat off into their canoes, and used for food. Here winter overtook him, and he hunted and traveled for six months, "passing northwards near 100 leagues," arriving at Lake Cariboux (Reindeer Lake) in the beginning of March 1742.

He then journeyed 15 leagues eastward to Lake Pachegoia into which the River Cariboux descends. "Pachegoia is the lake where all the Indians assemble in the latter part of March of every year to cut birch trees and make canoes of the bark, in order to pass down the river to York Fort with their furs; it is divided so as to make almost two lakes. The River De Vieux Hommes runs from the west and falls into this lake near the place where the river Cariboux enters it. The Indians go generally down the River Manontisibi (Churchill) and trade there, having either a passage or short land carriage to that river."

He made a canoe and on the 4th April set out with 100 canoes in company for York Fort; they passed along the west side of the lake before coming to the place where it is discharged by the River Savanne or Epinette. He reached the "Great Fork" in June and York Factory on the 29th June.

La France seems to have been without a doubt the first man of white blood who passed from Lake Winnipeg to York Factory on Hudson's Bay. No forts, English or French, north of the Winnipeg River are recorded as being in existence at that time.

It is difficult to identify his track after leaving Lake Winnipeg as the names he mentions are rather confusing.

CHAS. N. BELL.

SPORTS AND PASTIMES.

WINNIPEG FOOTBALL CLUB.

Football, so far as Winnipeg is concerned, is of comparatively recent growth. A few years ago the matches could be counted in units, now, however, the game ranks among the most popular of our outdoor sports, and Winnipeg alone can produce a combination of talent, either in Rugby or Association, capable of holding its own against any similar combination in the Dominion. In Winnipeg there are at present three first rate organizations, viz., the Winnipeg Club, Manitoba College and the Central School—one governed by the Rugby and the others by the Association code.

The first of these, and undoubtedly the one which has done most to further the interests of the game, and make it a popular institution here, is the Winnipeg Club, which was first organized at a meeting held in the Golden Hotel (now demolished) in September 1880. Messrs. W. A. Fraser, F. W. Holloway and E. S. Edmunds, were its first office bearers, with Mr. Geo. W. Stewart as Secretary.

The club started with twenty-five members, playing in 1881, such matches as Cricket vs. Club, All Comers vs. Club, etc. These were played, under Association Rules, on the ground where the Spencer Block now stands; but at the ensuing general meeting it was decided to adopt the Rugby Union Code, which still continues to govern it. The membership has steadily increased until at present it numbers over a hundred active members. These are largely composed of old country players of high repute, who form the backbone of the club, and through whose exertions it may be said to have attained its present high status.

The rapid growth of the city compelled the club to change its ground from year to year, until latterly a lease had to be secured, from the cricket club, of the grounds at the old Driving Park. Last fall a large number of excellent matches

were played, and it may be said to have been the most successful in the club's history. The most notable matches were Banks vs. Lawyers, Banks vs. Comomers, England vs. All Comers and Club vs. Central School.

The following gentlemen constitute the office bearers of the Winnipeg Club as elected at the last general meeting:—Patron, Hon. James A. Miller, Q. C., Attorney General; Secy. Treas., Mr. Geo. W. Stewart; Committee:—Messrs. J. A. Campbell, A. H. Dickens, A. G. Ross, H. M. Graham, H. W. A. Chambré and A. S. Henshaw. The following are a few of the more prominent players:—

Blanchard, Chas.—A strong hard working forward.
Bowman, S. M.—A useful forward; dribbles well; inclined to poach; formerly belonged to North Durham Football Club, England.

Bell, B. T. A.—An active three-quarter back; knows game thoroughly; played for Edinburgh in three inter-association contests in 1881; good long drop.

Campbell, J. A.—A magnificent quarter; possesses great pace, strength and tackles well; is very popular player; played for Scotland in five international contests, 1879, 1880, 1881.

Dickens, A. H.—A capital full back; long sure drop; tackles brilliantly played formerly for Mercluston, Scotland.

Kayell.—A capital forward; fast and always on the ball.

Mitchell, H. B.—Good powerful forward; useful in the scrimmage; formerly Uppington School, England.

Mackenzie, J. P.—A hard working forward; ever on the ball; dribbles well formerly belonged to Hamilton Football Club, Ont.

Rippon, J. M.—Strong hard working forward; tackles well; formerly belonged to Manchester Football Club, England.

Ross, A. G.—Good forward; has fine pace; formerly of McGill College, Montreal.

Smith, I. Stace.—Capital forward; works hard in the scrimmage; tackles well; formerly Mercluston Castle, Scotland.

Stobart, F. W.—A speedy, powerful three-quarter; drops and tackles well; formerly Cambridge University and Blackheath Clubs, England.

Thompson, Copely.—A capital young forward; runs and tackles pluckily; seldom off the ball; formerly of Dover College, England.

Wemmiss, Robt. L.—Speedy quarter; dodges and runs well; formerly Glasgow Academy.

List, A. C.—A most reliable back; splendid drop and powerful tackler; formerly St. George, Edinburgh, Scotland.

The colors of the club are blue jerseys, white knickers and red stockings.

W. J. MITCHELL,
Wholesale & Retail Druggists,
350 MAIN STREET,
WINNIPEG, - - MANITOBA.

ORDERS BY MAIL PROMPTLY ATTENDED TO.

Special Quotations to Jobbers for Cash.

PORTER & RONALD,
Direct Importers of
Crockery, Glassware, China, Chandeliers
LAMPS, CUTLERY,
Silver-Plated Ware and Fancy Goods.

WHOLESALE AND RETAIL.

271 MAIN STREET, - - WINNIPEG.

M. HUGHES,
UNDERTAKER
And dealer in all kinds of
FURNITURE, COFFINS & TRIMMING WHOLESALE.

Metallic Coffins & Caskets Always in Stock.

Embalming the dead by a New and Reliable Process.

RESIDENCE—

66 FORT STREET.

TELEPHONE COMMUNICATION.

A Leaf from a Sketch-Book - Out West.



A Tourist



a Dream
&
"Corner Lots"

I came
out for
to work
young
man.
What did
you think?
Did you think I came out
to be a lady?



That Newspaper Boy!



A Fisherman

Did I buy a
ticket? In
course I did!
only, I think
I must
have
looked



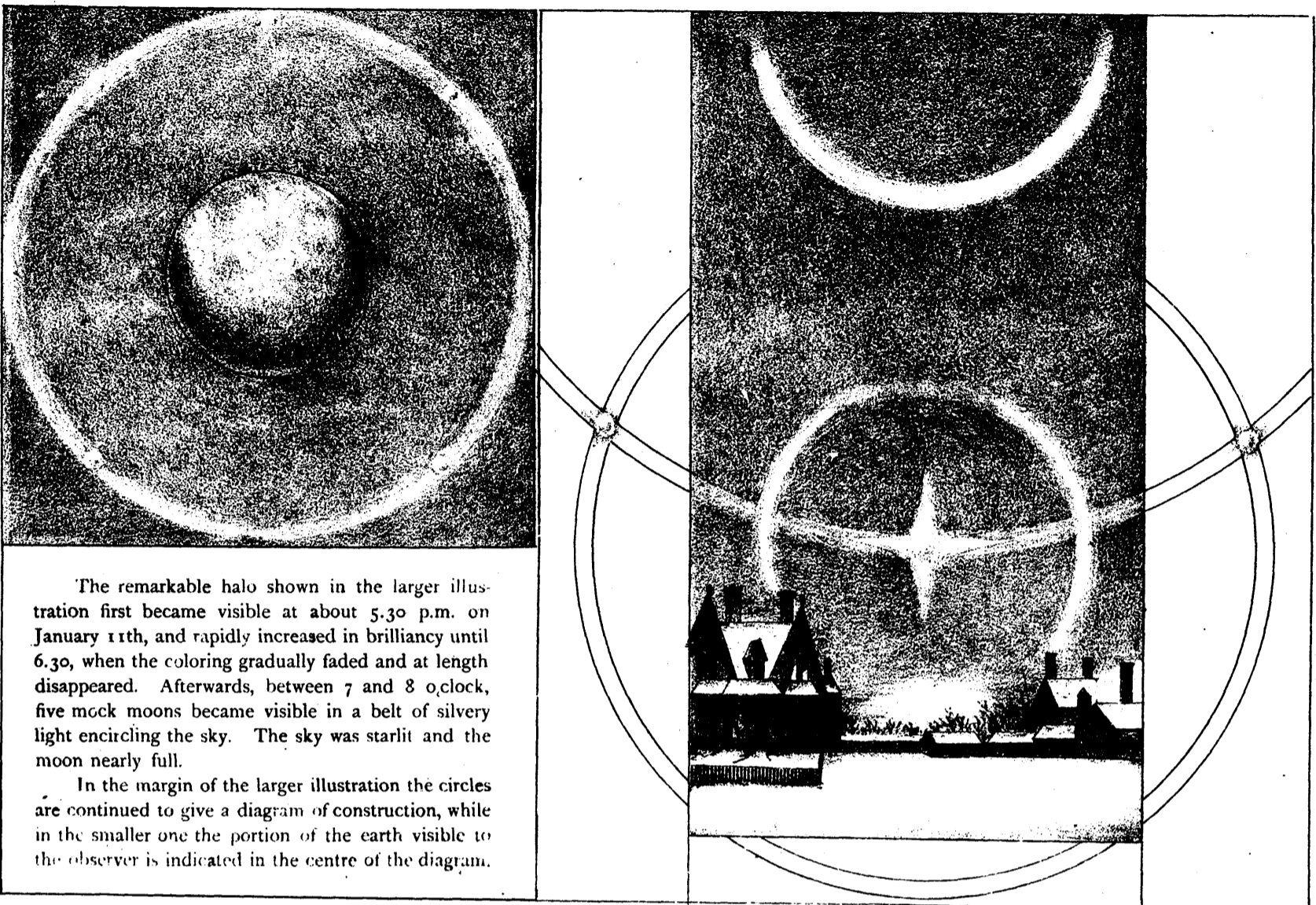
A Breckenman



Two sleepers on the C.P.R.

Talbot 84.

NEAR THE END OF THE TRACK.



The remarkable halo shown in the larger illustration first became visible at about 5.30 p.m. on January 11th, and rapidly increased in brilliancy until 6.30, when the coloring gradually faded and at length disappeared. Afterwards, between 7 and 8 o'clock, five mock moons became visible in a belt of silvery light encircling the sky. The sky was starlit and the moon nearly full.

In the margin of the larger illustration the circles are continued to give a diagram of construction, while in the smaller one the portion of the earth visible to the observer is indicated in the centre of the diagram.

THE CROSS AND CRESCENTS,

As seen from a street in Winnipeg, January 11th, 1884.



PRAIRIE HOMES IN WINTER.

PRIZE SKETCH FROM NATURE, BY MISS E. A. ABBEY, BATH, ENGLAND

FORT PRINCE OF WALES.

The fort stands at the west side of the entrance to the harbor of Churchill in Lat. $58^{\circ} 44' 43''$ N. and Long. 95° W. It occupies a very commanding position; was built of stone, square in shape, with four bastions, the walls being mounted with 42 cannon, six, twelve, and twenty-four pounders. It was begun in 1732 or 1733 and work on it was continued for some forty years, the walls being from twenty-five to forty-two feet in thickness, and over three hundred feet in length on each side. Several buildings were erected within its sheltering walls. At a time when the fort was only partially built, it was estimated to have then cost some £30,000 or £40,000 though this statement has been contested in favor of a much smaller sum. A battery was established on the opposite point across the entrance to the harbor. The fort was the property of the Hudson's Bay Company.

In 1782 the French Government decided to destroy the English settlements on Hudson's Bay. The French Admiral, La Perouse, commanding the "Sceptre" of 74 guns, the "Astree" and "Engageante," each carrying 36 guns, with 250 infantry men, 40 artillery men, 4 campaign guns, 2 mortars and 300 bombshells, arrived in sight of Fort Prince of Wales on the 8th August, 1782 at a time, "when the Governor of the district was busy trading with some Indians who had just arrived; but the sight of such unexpected visitors did not fail to engage the attention of the Factory people, who were not used to see so many strangers in those seas." This was about six o'clock in the evening, and the French immediately cast anchor and in a short time began making soundings.

The garrison of the fort consisted of some 39 men, or not one man for each cannon mounted on its walls. They had plenty of provisions and ammunition, and were in a good condition to make a vigorous defence.

About three o'clock in the next morning the French disembarked at a place called Hare Point, about two miles from the fort; from whence they marched towards it, until they arrived within about four hundred yards, when they halted, and sent two officers with a summons to the Governor to surrender. That individual met them half way and at once agreed to surrender. The French entered the gates at six o'clock; the British flag was lowered and a table cloth from the Governor's table hoisted in its stead. The soldiery plundered all that came in their way and demolished what they could of the fortifications. Their work in this particular is yet to be seen in the broken cannons, &c. which litter the site.

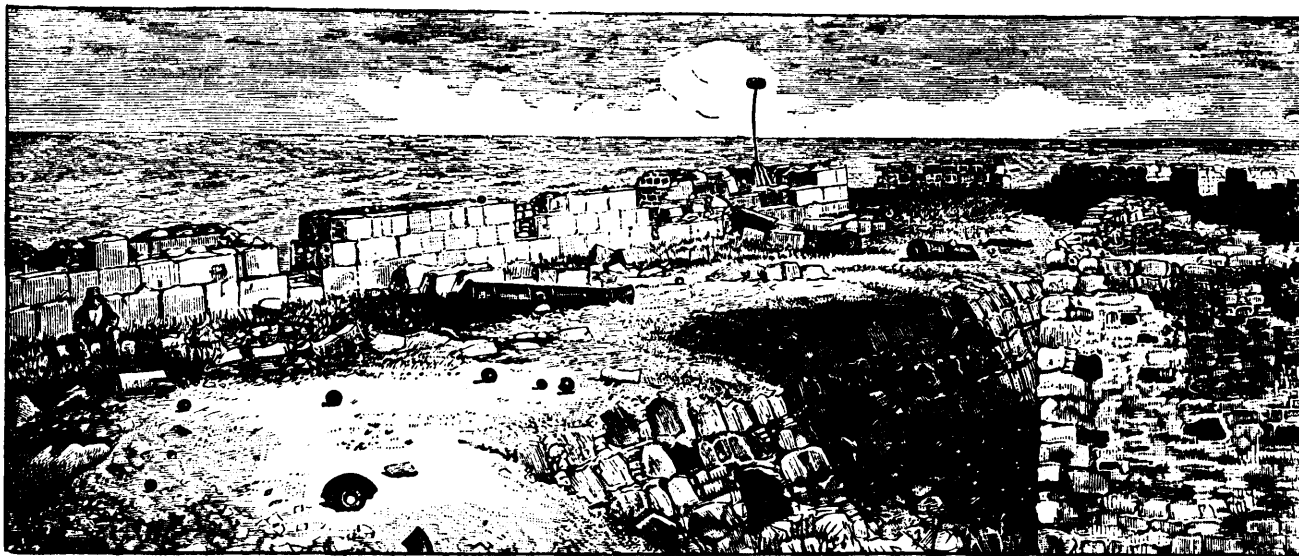
On the 11th, La Perouse sailed, taking with him Governor Hearne, who had seemingly proved himself a coward before the French, after having, years before, earned the reputation of being a brave man, during his journeys in 1770-1772, when he had discovered the Coppermine River. He has been much condemned for his conduct in this affair, and most strongly by men who were taken prisoners with him, but it is impossible at this time to know what orders may have governed his actions.

CHARLES N. BELL.



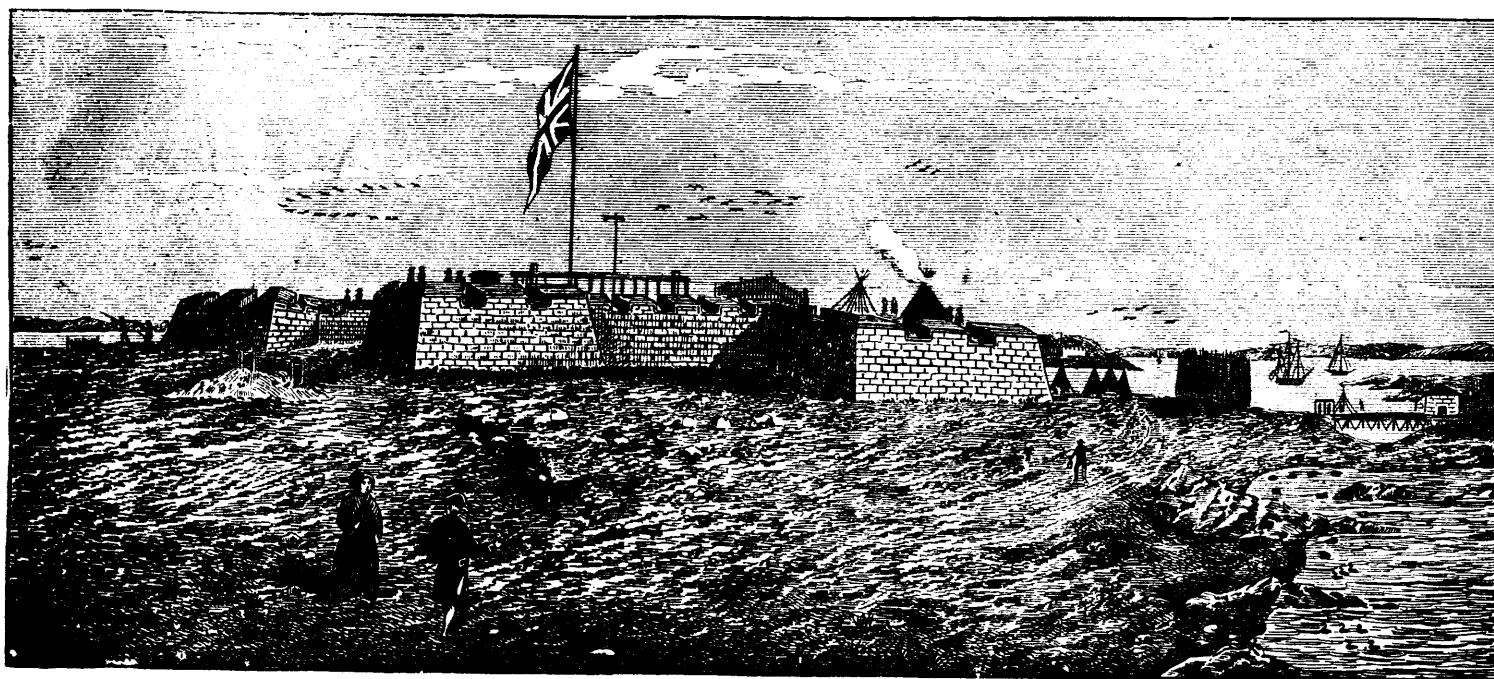
From a Photograph by DR. BELL.

RUINS OF FORT PRINCE OF WALES, FROM THE WEST.—CHURCHILL RIVER.



From a photograph by LR. BELL.

RUINS OF FORT PRINCE OF WALES, LOOKING N.E.—CHURCHILL RIVER.



FORT PRINCE OF WALES (ON CHURCHILL RIVER) IN 1777.

Thompson, Codville & Co.,
WHOLESALE GROCERS,

26 McDERMOT STREET,
 WINNIPEG, MAN.



J. R. Cameron, Merchant Tailor, 490 Main St.

WANZER
SEWING MACHINES!

A full assortment of the above is to be found
 at the head office for the North West

No. 8 SPENCER BLOCK,
 PORTAGE AVENUE, WINNIPEG.

CONKLIN & MACKENZIE, Managers.

JOHN ROSS,
PHOTOGRAPHER
 S. W. Cor. Main & McWilliam Sts.,
 WINNIPEG.

CARD AND CABINET PICTURES TAKEN IN
 THE HIGHEST STYLE OF THE ART.

Employs the only

FIRST-CLASS ARTIST

In India Ink and Water Color

IN MANITOBA AND THE NORTH WEST.

Has for sale a full set of views of the Historical
 Society's Exhibition.

Is not connected with any other firm in the City.

Remember the Address—

JOHN ROSS,

S. W. Corner Main & McWilliam Streets.

PAPER BAGS
 AND
WRAPPING PAPER,
 PRINTED OR PLAIN,
 Bishop Engraving & Printing Co., Winnipeg.

D. SCOTT & CO.,

Wholesale and Retail

FURNITURE MANUFACTURERS AND DEALERS.

Factories—

WINNIPEG, MAN.

And

WINGHAM, ONT.

Warerooms—

No. 276 Main Street, Winnipeg.

CUMMINGS & CO.,

WHOLESALE & RETAIL DEALERS IN

Groceries, Provisions, Wines & Liquors.

Pure Mocha and Java Coffees, ground or in beans. Black, Japan
 and Green Teas, in great variety and at Specially Low Prices. Our
 Stock of Canned Fruits, Vegetables, &c., are the most complete in
 the city.

Give us a call before buying elsewhere. Special inducement to
 Hotel and Boarding House trade.

No. 467 Main Street.

453 W. GRUNDY & CO., 453
 MAIN ST. Importers of and Dealers in MAIN ST.

PIANOS & ORGANS,

At Prices to Suit the Times,

SHEET MUSIC AND MUSIC BOOKS,

And all kinds of small

MUSICAL INSTRUMENTS.

Every lover of music should have a copy of the

SONG BOQUET (all vocal), & PARLOR BOQUET (all instrumental),

Each of these elegant books contain 224 pages of New and Popular Music, and Sell at Sight.

Pianos and Organs Tuned and Repaired by First-class Workmen, and Guaranteed.

Remember the Place—

453
 Main Street.

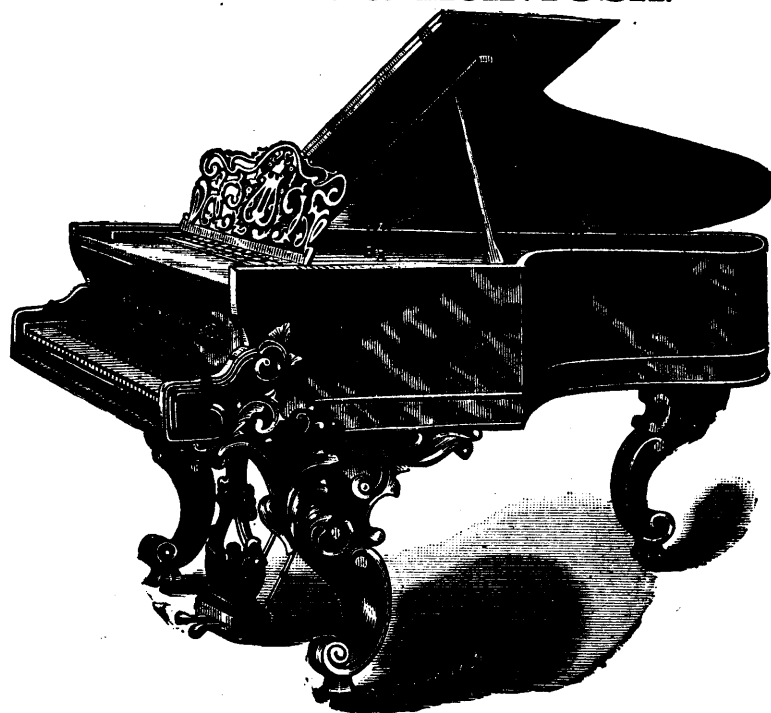
W. GRUNDY & CO.,

Imperial Bank Block,
 WINNIPEG, MAN.

453
 Main Street.

BRYDON & McINTOSH.

BUTTERICKS



PATTERNS

484 MAIN STREET

The Adventures of Lord Mooncas and H.B. Tenderfoot in the North West (continued)



They consult a half-breed and take for a guide for a little experience in the Lakes for a beginning



And later the canoe after having made a few necessary purchases



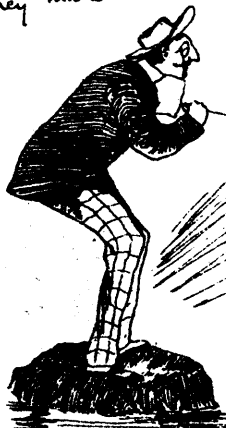
In Route from a shack by Tenderfoot a bird built a nest in the family corner

3. am - Mosquitoes!!!



Tenderfoot finds relief by sitting outside and smoking - till sunrise

They make a halt and get their first lessons in camping out



Get in a big one!!



Get it and keep better

The same line



Tenderfoot helps him out

Mooncas makes his first attempt at fishing



Q.P.

Mooncas is English Paper

They strike an Indian camp and go cautiously towards it. P.S. This is their first appearance

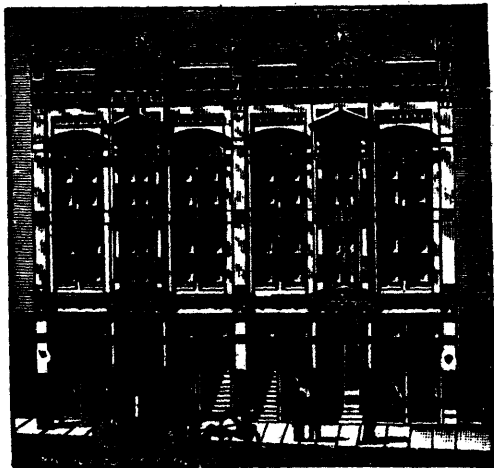
The natives take no notice of their approach. The dogs however guard the camp - H.B. Tenderfoot & M.T.

Advertisements.



BOYD & CO.,
GUN MAKERS, Nos. 16 & 18 Portage Ave.,
Opposite Queen's Hotel, Winnipeg.

☛ Guns, Rifles, Pistols, Ammunition, ☛
FISHING TACKLE, ETC.
☛ Guns Restocked and Repaired.



GRIFFIN & DOUGLASS,

◀ WHOLESALE ▶

Produce and Provisions,

68 & 70 Princess St.,

WINNIPEG, - MAN.

THE STOCK AT
The Wall Paper Emporium
If extended will reach to
FORT CHURCHILL & BACK!

BY YOU

Can have a Paper Railroad from
10c. to \$3 50 PER ROLL, at
No. 239 Main Street

W. H. SAUNDERS,
General Manager.
Return Tickets on R.R. for cash.

DUNN & BENNIE,

Accountants, Auditors,

COMMERCIAL & FINANCIAL AGENTS,

Notre Dame Street East,

(Opposite Bank of Montreal.)

WINNIPEG, - - - MAN.

Box 311.

Special attention given to Insolvent matters.
Estates in trust carefully and economically admini-
stered. Books opened and balanced for private
firms. Accounts and statements of Joint Stock and
Public Companies audited.

ROBT. DUNN. * THOS. BENNIE.

BOOTS

Yours Truly,

B. D. DEERING

620 Main St.,

CORNER LOGAN STREET.

SHOES

T
R
U
N
K
S

V
A
L
I
S
E
S

NEELANDS & CO.,

CHEMISTS,

454 Main Street,

WINNIPEG.

SUTHERLAND & CAMPBELL,

Wholesale Grocers,

IMPORTERS OF FINE TEAS, COFFEES, SPICES,

Staple and Fancy Groceries,

◀ LOWEST POSSIBLE QUOTATIONS TO CASH AND PROMPT MEN. ▶

29 PRINCESS ST., WINNIPEG.

ALEXANDER ROSS,

Merchant Tailor,

324 MAIN ST., HARGRAVE BLOCK,

Next door to Alexander's }
Opposite Potter House, } WINNIPEG.

Suits made up in the Latest Styles at the
Most Reasonable Prices.

☛ A PERFECT FIT GUARANTEED. ☛



PALACE STABLES.
Corner Smith and Graham Streets.

Cabs & Coupes, Road & Saddle Horses, Gentle Horses for Ladies
SPECIAL CARE TO BOARDERS.

M. KEACHIE, Prop.

D. CAMPBELL & CO.,

☛ The Fashionable Tailors,
459 MAIN STREET,

Keep in Stock the best Goods in the City. Call and
see our Goods before going elsewhere.

A PERFECT FIT GUARANTEED.

Suits Made to Order on Short Notice.

ORDERS SENT BY MAIL PROMPTLY ATTENDED TO.

Samples Forwarded to any part of the Province.

J. ROBINSON,

—Dundee Block,—

408 MAIN STREET,

Dealer in

STAPLE & FANCY DRY GOODS.

Gents' Furnishings a Specialty.

SNOWDON & CO.

SUCCESSORS TO N. CHERMAIN & CO.,

WHOLESALE AND RETAIL DEALERS IN

Shelf and Heavy Hardware,

STOVES, TINWARE, PAINTS,

OILS, GLASS, BRUSHES, PUTTY, LAMPS, COAL OIL, &C.

No. 470 Main Street,

WINNIPEG, - - MANITOBA.

James Bissett & Son,

IMPORTERS OF

TEAS, &c

GERRIE BLOCK,

WINNIPEG.

RIGNEY & HAVERTY,

Wholesale

WINES, LIQUORS AND CIGARS,

Gerrie Block, No. 60 Princess Street,

WINNIPEG, MAN.

FRANK RIGNEY.

JOHN HAVERTY.

Campbell, Spera & Co.

GENTS' AND LADIES'



Furnishings,

and FANCY DRY GOODS.

Manufacturers of White & Colored Dress Shirts and Overalls.

WHOLESALE ONLY.

Cor. Princess & William Sts.,

WINNIPEG.

COOLICAN & CO.,

Bankers & Trade Auctioneers

GERRIE BLOCK, PRINCESS ST.,

Winnipeg, Manitoba.

Commercial paper discounted at low rates of interest. Money advanced on stock and collaterals of all kinds. Trade sales of GENERAL MERCHANDISE held regularly WEDNESDAYS and THURSDAYS of each week. City and Country Merchants will find always in stock Dry Goods, Groceries, Liquors, &c., at JOB PRICES, by Private Sale. Consignments solicited; returns prompt.

Sales conducted personally by Mr. J. S. COOLICAN.

THE AMES HOLDEN COMPANY (Limited),

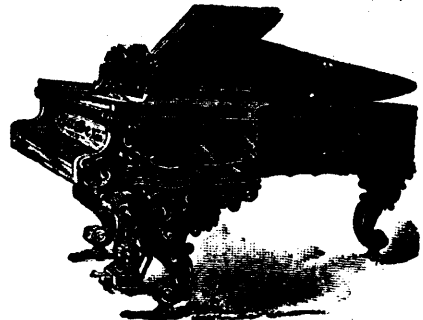
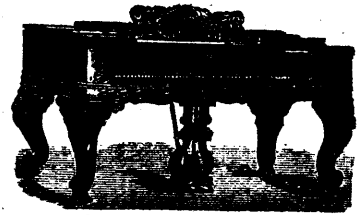
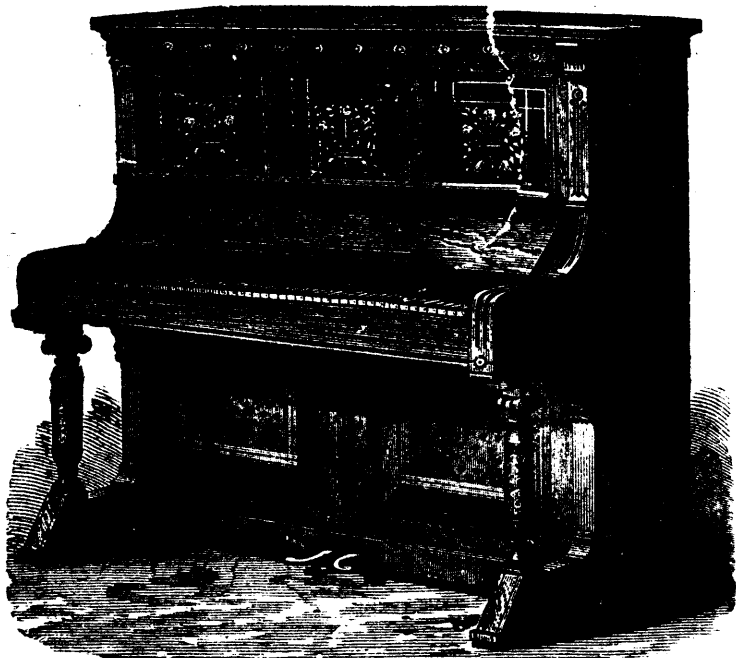
Wholesale

DEALERS IN BOOTS & SHOES,

Gerrie Block, Princess St.,

WINNIPEG, MAN.

AMES, HOLDEN & Co., MONTREAL.
JAMES REDMOND,
A. C. FLUMERFELT, WINNIPEG.



NEW YORK PIANO COMPANY

AGENTS FOR

"WEBER," NEW YORK,

the greatest Piano of the age. The wealthy and cultivated classes invariably prefer the "Weber Piano" for their Drawing Rooms, on account of its wonderful purity of tone, great power and endurance. The New York Piano Co. are also agents for several other first class and reliable instruments. These consist of Pianos of Decker & Sons, Dunham, Hale, Bacon, Cable, Vose & Son, and R. S. Williams & Son. ORGANS: Geo. Woods Co., Burdett & Co., and several best Canadian manufacturers. Those requiring really good Pianos or Organs for their own use, are specially invited to call at the Warerooms of the New York Piano Co., where will be found the largest stock in the North West. Also Second-Hand Pianos in great variety, in first-rate order, some as good as new. Tuning and Repairing of Pianos and Organs a Specialty. Having engaged first-class workmen they are now prepared to do all kinds of repairing and tuning in the most satisfactory manner. Pianos stored, removed, packed and shipped on reasonable terms. A large variety of Piano Stools and Covers always on hand. For Price List and full Illustrated Catalogue, apply to.

NEW YORK PIANO COMPANY,

259 Main Street, WINNIPEG.