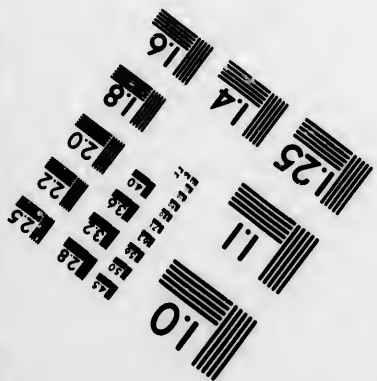
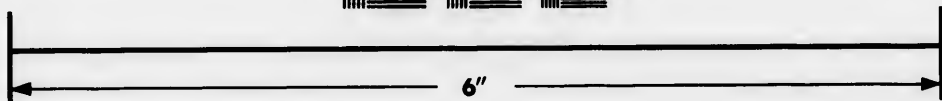
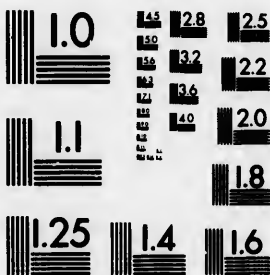


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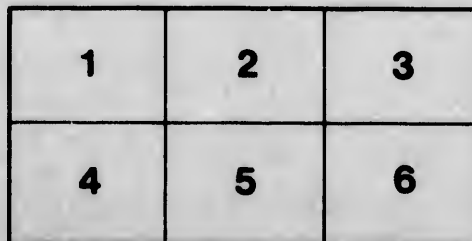
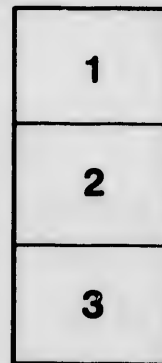
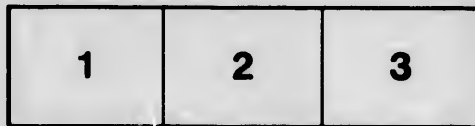
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# FARMS IN MANITOBA AND THE NEW NORTH WEST

LAND WITHIN THE REACH OF ALL



ISSUED BY THE  
**North-West Canada Company,**  
LIMITED.  
HEAD OFFICE—128 GEORGE STREET, EDINBURGH.









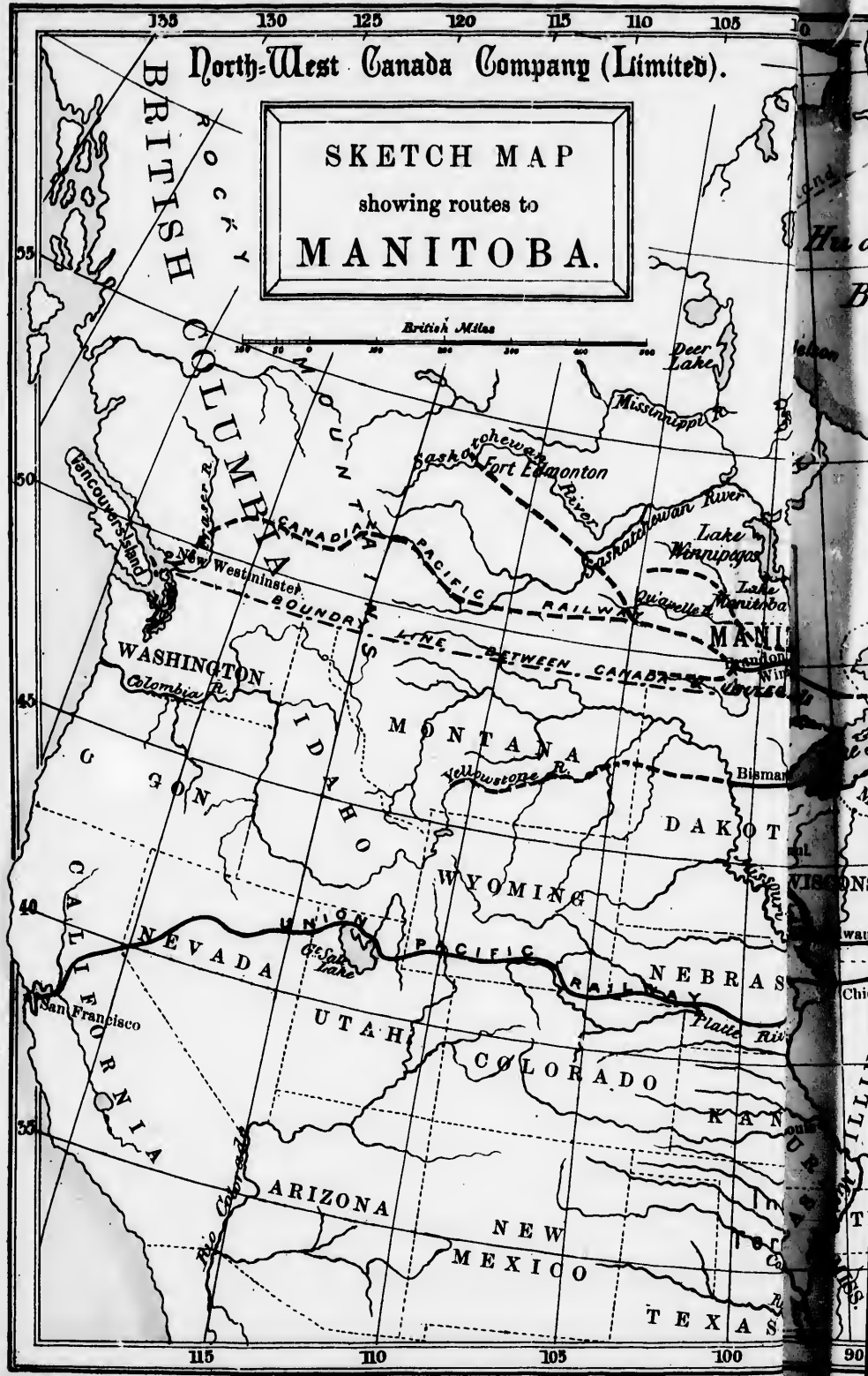


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North-West Canada Company (Limited).

SKETCH MAP  
showing routes to  
MANITOBA.

British Miles





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MANITOBA  
AND  
THE NEW NORTH-WEST

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*Land Within the reach of all.*

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TERMS FOR ACQUIRING HOMESTEADS

ALSO

DESCRIPTION OF LANDS OFFERED

FOR SALE

BY THE

*North-West Canada Company,*

LIMITED.

HEAD OFFICE—123 GEORGE STREET, EDINBURGH.

*Emigration Agent,* . MR. JAMES LUKE.

*Superintendent of Lands in Manitoba,* . MR. CHARLES CLAY.

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**North-West Canada Company,**  
LIMITED.

**CAPITAL, . . . £100,000.**

**DIRECTORS.**

THE RIGHT HON. LORD ELPHINSTONE.  
SIR GEORGE WARRENDER OF LOCHEND, BART.  
WILLIAM LOWSON, ESQ. OF BALTHAYOCK.  
JOHN CLAY, ESQ., KERCHESTER, KELSO.  
ANDREW WHITTON OF COUSTON.  
WM. JOHN MENZIES, W.S., EDINBURGH.

**OFFICE—123 GEORGE STREET, EDINBURGH.**

**Superintendent of Lands in Manitoba, . . . CHARLES CLAY, BRANDBURGH.**

**Emigration Agent, . . . JAMES LUKE.**

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# The North-West Canada Company, Limited.

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**T**HIS COMPANY, formed very much on the same plan as the Scottish American Land Company, which has been so successful in promoting settlement in North-West Iowa, has purchased a very large tract of land from the Canadian Pacific Railway Company. They expect also to be appointed sole Agents by the Canadian Government for the settlement of the Homesteads and Pre-emption Lands on the intervening sections not granted to the Railway Company. In this way they have control over large portions of land in blocks, and having purchased the Railway lands at moderate prices, they are enabled to offer settlers very favourable terms; especially as they are to have the first selection of the lands acquired by the Railway Company. Those lands will be of an average distance of not more than six miles from the main line of the Railroad or its branches; and by their agreement any sections unfit for settlement may be rejected.

Intending settlers coming to this Company have thus a guarantee that the land they purchase is of the very finest quality, which for richness cannot be excelled on the American Continent. To this country for two or three years past the eyes of farmers and labourers have been turned. Disastrous seasons are driving many of the best farmers in Great Britain to seek new fields of enterprise, and this is a country admirably suited to their requirements.

THE NORTH-WEST CANADA COMPANY have for their object the assistance of settlers, farmers, and agricultural labourers

who wish to follow their pursuits in a new country. The proposed plans will be on a basis of mutual co-operation. While the Company help the settler in breaking his land and building his house and barns, they expect a return for their outlay. While capital will be of recognised benefit and a powerful aid to both parties, arrangements will be made whereby labour will take the place of money for the time being, till through a man's industry and perseverance he can purchase a home for himself upon those rich prairies. To point out the advantages of co-operation in colonisation would be almost superfluous. To secure this great benefit it is necessary to be surrounded by a respectable class of people, and as the Company are to have control of large tracts of land, they will use their best endeavours to settle it up with as good and peaceful a class of citizens as can be obtained. "Union is strength," and surrounded by friends and well-wishers, a settler will find these an immense advantage during the first years of his pioneer life. It is well to point out that, in commencing such a life, many difficulties have to be overcome—old customs and habits need to be forgotten, and a new life, as it were, begun. But once across this stream of change, matters go smoother than at home. Meet those difficulties boldly, and here is a spot where the farmers of Great Britain can find a home away from the trammels of a depressed agriculture, and with ease change their position from tenant to proprietor. Here the agricultural labourer also may acquire a farm upon which, after a few years of steady industry, he may attain to a considerable degree of comfort and independence, and where, in the government of his adopted country, he will be a recognised power. The true remedy for agricultural depression and an overcrowded labour market is Emigration. Go, then, to a country of grand possibilities, where hope is the guiding star, and the very brightness of whose suns enkindles in man's bosom an energy of resolution, which leads him forward with unwavering confidence to success.

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### Geographical Situation.

The North-West Territories have now properly-defined boundaries. Generally speaking, the arable portion of this vast country is bounded on the south by the United States, on the west by the Rocky Mountains, on the north by the line where the cultivation of cereal crops ceases, and on the east by the Red River and Lake Winnipeg. The region known as the Fertile Belt lies principally on the Red River, and its tributary the Assiniboine, and includes the basin drained by the Saskatchewan. Looking at a map, one cannot fail to be struck by the vast area of land drained by those great river-systems. Manitoba is a small portion of this immense tract, and however great those other territories may ultimately become, it is with such portions as are easily accessible that we have to deal. Winnipeg, a place of over 12,000 inhabitants, is the capital of the Province of Manitoba, and there the Government have their offices; while the Syndicate who are building the new Railroad have also headquarters at this point. The Province of Manitoba lies on each side of the Red River, and its boundaries have been much extended some time ago. Through its centre the new Railway takes its course, and as the lands of the North-West Canada Company will be either in or very near this Province, we shall speak more particularly of this part of British North America than of its surroundings. Winnipeg, which has been termed the Chicago of the North-West, lies in the same latitude as the south of England, and within the last two or three years has become easy of access. The best route from Great Britain is *via* Montreal or New York, thence to Chicago and St. Paul, from which point the St. Paul, Minneapolis, and Manitoba Railroad leads almost due north to Winnipeg. This city of Winnipeg, standing at the junction of the Red River and the Assiniboine, has all the appearance of becoming the chief business centre of this great Territory. As a consequence, speculation has been rampant for the lots in and around it. To be the point of receiving and distributing the products of such a country tells of a mighty future for this

town, in the vicinity of which still stands Fort Garry, the principal post of the Hudson's Bay Company.

### Climate.

Although no definite statistics have been obtained of the climate, it has been proved that Manitoba and the territories contiguous to it possess an exceedingly healthy, and at the same time, beautiful climate. The summers are warm, the autumn is cool and clear, while winter takes hold of the land with an iron grip. The cold is intense, but so pure and dry is the air, that even with the thermometer considerably below zero, locomotion or work is not stopped. Spring is very short: winter changes to summer, and, as if by magic, nature wakes from her long sleep, and puts on her summer garments. The buds break, the prairie-grass grows green once more, the wheat-plant, placed in the ground while yet the frost has scarcely fled, shoots up with great rapidity, and ere long it is waved to and fro by the gentle breeze that plays across the prairie. The long winter, commencing about the middle of November, and giving up its hold towards the middle of April, is in many ways a drawback, while in others it is a great blessing.

The farmer is partially idle for five months, but in that time he gets his wood-pile replenished, draws his grain to market, and makes preparations for the coming summer. With his team and sleigh he can go through an immense amount of work. The great disadvantage of this country at present, in early summer, is the want of good roads, but this difficulty will be removed as settlement goes on.

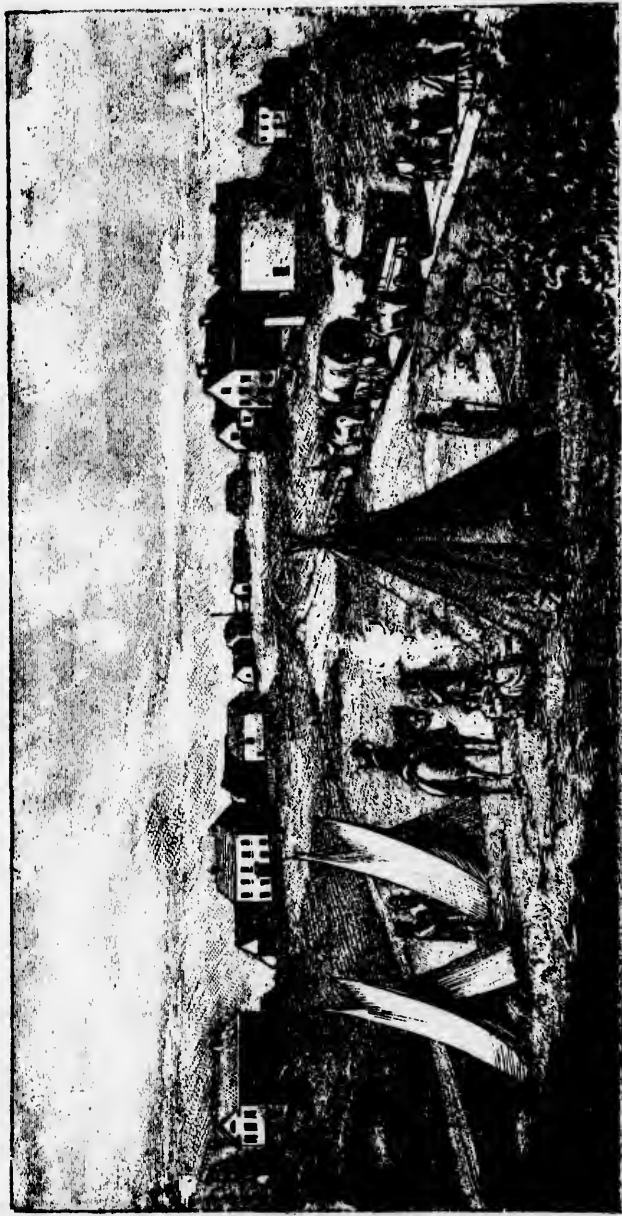
Water of good quality is found in abundance in the streams, and can usually be got by sinking wells to the depth of fifteen to thirty feet. Sometimes a wet season occurs, which occasions considerable inconvenience, but as a rule the fall of rain and snow is very light. Ten years ago, Captain Butler, writing of this land, said: "It is rich, it is fertile, it is fair to the eye; man lives long in it, and the children of his body are cast in manly mould. The cold of winter is intense—the strongest heat of summer is not excessive. The autumn days are bright and

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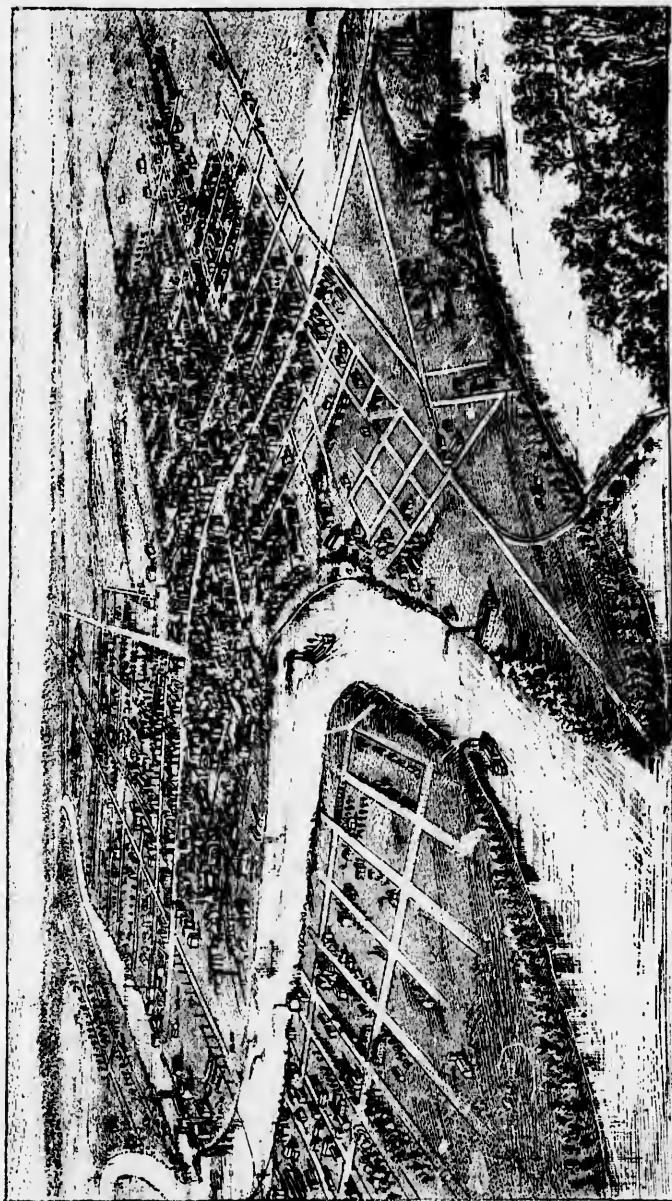
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WINNIPEG IN 1871.

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beautiful, the snow is seldom deep, the frosts are early to come and late to go. All crops flourish, though primitive and rude are the means by which they are tilled; timber is in places plentiful, in other places scarce; grass grows high, thick, and rich." So said the author of *The Great Lone Land*. The best proof of the climate is the appearance of the people who have lived there all their lives. They are a strong and vigorous race. The annual rainfall is estimated at 25 inches. The temperature in winter falls occasionally to 30° or more below zero, but owing to the dryness of the atmosphere and frequent sunshine this season is very pleasant. The summer is not oppressively warm, and for a short time only does the heat exceed 85° in the shade.

### Quality of Soil.

In regard to this subject let us quote a few sentences from the pen of the *Scotsman's* Correspondent, who visited this part of the world last year, and whose opinion may be considered a thoroughly impartial one:—"The soil for the most part consists of alluvial deposits of varying degrees of depth and fertility, and while broken here and there with ranges of low hills, the country is further diversified with timber on the banks of its lakes and streams. The plains bordering the lower reaches of the Red River and the Assiniboine, and constituting principally the province of Manitoba, are covered with a rich black loam, capable of producing the finest crops of roots and cereals, save where it assumes a marshy character now in the course of being rectified by a system of public drainage." So much has been written about the richness of the soil that we could give countless extracts. Probably the most prolific soil in the world is to be found in this region. At Kildonan they have grown wheat continuously for fifty years, and though the fertility and producing power have been diminished, still it is no uncommon occurrence to reap twenty-five bushels per acre from fields which, in an ordinary region and with a different climate, would long ago have stopped producing altogether. Long ages ago the

work of deposition began, when or how it matters not for practical purposes to discuss. Subsequently, when covered by abundant herbage, these plains were from time to time swept by prairie-fires, which left the ashes behind to still further enrich what was probably already an exceedingly fertile portion



AN AMERICAN BREAKING PLOUGH.

of the globe. Nature was thus storing up wealth to be drawn upon when it was needed. That day has come, for the world wants bread, and it is looking to the North-West, with its 250,000,000 acres of fertile land, to produce the staff of life for the millions craving for it. At present there are only 40,000,000 acres under wheat on the continent of North America; what then will be the future of this new country with its 250,000,000 acres—a large proportion of which is admirably suited for growing wheat of the finest quality—when even one-half of this vast area is brought under cultivation?

### Quantity and Quality of Grain.

Wheat grown in Manitoba takes the very highest place in the principal markets, and brings about 15 cents per bushel over other kinds. It is an ascertained fact that the nearer you approach to the Northern limit for growing wheat, the better the quality becomes. This is no doubt largely due to the deep and fertile alluvial soil on which it is raised. We give the deliveries of grain for last three months of 1880 at Duluth, where grain raised in Northern Minnesota, Dakota, and Manitoba is shipped, to show the uniform high quality maintained; and add those at Chicago by way of comparison.

Take for the purpose of comparison the crop of 1880. During the last three months of that year there were inspected at Duluth 1,778,764 bushels of wheat. Leaving out of consideration the fraction of 86,000 bushels, which were of the soft variety, and, it is assumed, came to this port from southern counties of Minnesota, the wheat graded as follows, the amounts being expressed by per cent. :—

#### AT DULUTH.

Grade No. 1, hard, . . . . .	87 per cent.
Grade No. 2, . . . . .	11 "
Grade No. 3, . . . . .	1 "
Rejected, . . . . .	1 "

During the same month there were inspected at Chicago 1,571,262 bushels of winter wheat, and 7,988,816 bushels of spring wheat, which graded as below :—

#### AT CHICAGO.

WINTER WHEAT.		SPRING WHEAT.	
Grade No. 1, . . . . .	1 per cent.	Grade No. 1, . . . . .	1 per cent.
Grade No. 2, . . . . .	53 "	Grade No. 2, . . . . .	66 "
Grade No. 3, . . . . .	34 "	Grade No. 3, . . . . .	23 "
Rejected, . . . . .	12 "	Rejected, . . . . .	10 "

As to the respective market values : at the city of Buffalo, where the northern and southern grain, coming over the lakes from Duluth and Chicago, first meet in a general market, the

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following were the average prices per bushel during the months mentioned above :—

No. 1, Hard Duluth, . . . . .		1.18
No. 2,     "     . . . . .		1.15½
No. 1, Red Winter, . . . . .	1.14	No. 1, Spring, . . . . . 1.13½
No. 2,     "     . . . . .	1.11	No. 2,     "     . . . . . 1.08
No. 3,     "     . . . . .	1.06	No. 3,     "     . . . . . 0.95
Rejected, . . . . .	1.00	Rejected, . . . . . 0.80

With regard to the yield per acre, it may be stated that in his evidence to Messrs. Read and Pell, the Commissioners sent by the British Government, a prominent farmer stated that his average return for various years was over 30 bushels of wheat, 40 of barley, and 75 of oats. We extract the following returns from the Report of the Department of Agriculture of the Dominion of Canada, published in 1881.

#### AVERAGE YIELD PER ACRE.

	1877.	1878.	1879.	1880.
Wheat ( <i>bush.</i> ),	26¾	26½	26¾	29½
Oats,     "	59¾	59¾	58	57¾
Barley,   "	40¾	63	37¾	41
Peas,     "	32	34	32¼	38½
Potatoes, "	304	308	302	318

The various root crops, such as turnips, mangold, onions, etc., do exceedingly well, and for size, quality, and yield per acre are unsurpassed.

It is safer to take a moderate figure for an average on which to make calculations, but even with a return of 20 bushels per acre of wheat, the profit to the grower would be large.

#### The New Railroad.

However rich a country may be, without facilities for sending its products to market it will inevitably lie dormant. Thirty years ago the North-Western States of the Union were as silent as the present solitudes of the Saskatchewan Valley. Ten years ago the Canadian North-West began to attract increased attention as a field for settlement. After a long sleep of two hundred

years, under the sway of the Hudson's Bay Company, the era of agriculture began. Slowly, but steadily, cultivation has made progress, and since the introduction of Railways into the Province an extraordinary impetus has been given to its development.

The Canadian Pacific Railway, which will exert an immense influence in developing the resources of Manitoba and the North-West, has been undertaken by a Syndicate of business men, who for twelve months have pushed matters forward with immense energy. Soon a Railroad will reach the Rocky Mountains, and its main line will throw out feeders on every side. High though the price may be that is paid for the construction of this road, yet its benefits will be incalculable, and it is probable that it will cost much less money than it would have done if constructed by the Government. It must be kept in mind that the success of the Railroad depends upon the prosperity of the surrounding country, and although, from the terms granted to them, this Syndicate have a monopoly of the Railroad interests outside of the Province of Manitoba, yet it will be to their interest to treat the settlers along their system of Railway in the most favourable manner possible. The people of Manitoba have the granting of charters for Railway building in their own hands, and they can therefore promote opposition roads, if necessary for the welfare of the country. For the present, and for some years to come, the building of this gigantic highway will put a large amount of money in circulation; and while thousands are at present attracted to this country in connection with it, many of them will settle down and become followers of agriculture.

### The present and proposed Outlet of Produce to Europe.

The only outlet for the produce of this vast region at present is by the St. Paul, Minneapolis, and Manitoba Railway, but so far there has not been much to send. Local consumption has taken nearly all that was produced, but the time is coming when some other highways for the commerce of this vast region will

be needed. The natural outlet will soon be open, namely, by Lake Superior, and through the great chain of lakes to Montreal. When the building of the Railway betwixt Winnipeg and Thunder Bay, at the head of Lake Superior, is finished, the North-West will be able to send its produce mostly by water carriage, which will reduce charges for freight very much.

Another great channel for conveyance of grain, etc., is being opened up. It is the same route used by the Hudson's Bay Company for two hundred years to bring goods to this region. Recently careful explorations have been made, and the observations taken show that for five months in the year, at any rate, this route will be open. A Railroad from Winnipeg to Churchill Harbour on Hudson's Bay has been surveyed, and will be constructed shortly. Churchill Harbour, which is one of the best in the world, is only 2926 miles from Liverpool, while Montreal is 2990, and New York about 3050. The result will likely follow that grain will be delivered as cheaply at Liverpool from Manitoba as from Chicago.

When this important point is attained, the success of the North-West, as the greatest wheat-producing region in the world, will have been secured, and the settler will count with certainty on receiving a good return for the labour and capital laid out on his farm. It will also follow, as the natural result of cultivation and other improvements made on the farm, that its value will steadily increase. The increase will be greatest in lands contiguous to Railways. Those of the North-West Canada Company being very favourably situated in this respect, may be expected to become much more valuable as cultivation and settlement go on. We may refer as an example to the remarkable change effected by the introduction of Railways on prices of land around Winnipeg, where what previously could be bought for \$1 per acre is now worth \$ . . . to \$20 according to situation.

### **Stock-Raising.**

Manitoba is an exceedingly healthy climate for stock, but as yet not much attention has been paid to this branch of agricul-

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ture. Cattle, in winter, are chiefly fed with hay, which can be secured on the prairie at a cost of about 5s. per ton. The cost of keeping cattle is thus very small. For years to come, cattle-raising will be only an adjunct of wheat-raising. It is well, however, to divide the risk, especially as cattle cost so little for their keep, and the return is large when it does come. Sheep also thrive well, while horses need to be acclimatised before they take well to the country.

### **Educational Advantages.**

In Manitoba very liberal provision has been made for the promotion of education. In every township consisting of thirty-six sections, two sections have been set aside for the benefit of education; and the school is promptly set down beside any colony who settle upon the prairie. Settlers may thus rest assured that the means of education are ample, and within easy reach of their homes.

### **Taxation.**

Taxation in the country districts is very light at present; on cultivated soils about 5 or 6 cents ( $2\frac{1}{2}$ d. to 3d.) per acre, while they have no poor-laws, or any burdens connected with them. Road-work is done by the occupiers of land on either side, but not much attention is paid to such work in a new country.

### **Homesteads.**

On each even-numbered section adjacent to those granted to the Railway (except the Hudson's Bay Company and School lands) the Canadian Government have reserved two quarter sections of 160 acres for Homesteads. These are given to *bonâ fide* settlers, who are required to erect a house, and to reside on the land. The Registration fee of \$10 is the only charge payable by the settler. This Company, when appointed by the Canadian Government the sole agents for settling up the Homesteads and Pre-emption lands adjoining those purchased by them from the Railway, will procure for each purchaser of 160 acres of their land a Homestead grant of equal amount, and will erect a

house and barn thereon with as little delay as possible on terms given below. The settler will be required to proceed with the cultivation of the land purchased from this Company while he resides on the Homestead, because this condition is imperatively demanded by the Railway from all who take up their lands.

The settler will thereby be put in possession of a farm of 320 acres, while he has only purchased 160 acres at a very low price, payable on easy terms. An arrangement will be made by which this Company will take over the Pre-emptions, which in many cases would be beyond settlers' means to pay for so soon after starting.

### Terms of Sale of Land.

The price of unimproved land has been fixed by the Company at present to be \$2.50 per acre, one-fourth to be paid when the land is selected, and the balance in instalments extending over five years from date of purchase, with interest at the rate of 6 per cent. per annum on balance due, payable annually along with each instalment.

The price of house and barn erected by the Company, and cost of breaking up part of the land for the settler, shall be paid for in the same way.

With the view of meeting the requirements of intending settlers possessing capital of varying amounts, the Company have prepared three plans, by either of which parties may arrange to take up a farm:—

### Plan No. 1.

#### 320 Acre Farm.

160 acres Government Grant free.			
160 „ at \$2.50 per acre, . . . .	\$400	about	£80
House with two rooms below and upper story, also barn, costing, say . . . .	800	„	160
	<u>\$1200</u>	„	<u>£240</u>

Payable at purchase, . . . . .	\$300	about	£60
The remainder in instalments of \$180 (about £36) per annum, extending over 5 years, with in- terest added at the rate of 6 per cent. per annum, . . . . .	900	„	180
Total, . . . . .	<u>\$1200</u>	or about	<u>£240</u>

A Registration fee of \$10, about £2, is payable by the settler to the Canadian Government for his Homestead.

### Plan No. 2.

320 Acre Farm.			
160 acres Government Grant free.			
120 „ at \$2.50 per acre, . . . . .	\$300 00	about	£60
40 „ broken up and ready for seeding at \$7.50 per acre, . . . . .	300 00	„	60
House and barn, say . . . . .	800 00	„	160
	<u>\$1400 00</u>	„	<u>£280</u>
Payable at purchase, . . . . .	\$350 00	about	£70
The remainder in instalments of \$210 (about £42) extending over five years, with interest added at the rate of 6 per cent. per annum, . . . . .	1050 00	„	210
Total, . . . . .	<u>\$1400 00</u>	„	<u>£280</u>

The advantage of this plan is that the settler will be able to reap a crop the first year.

### Plan No. 3.

320 Acre Farm.			
160 acres Government Grant free.			
40 „ broken and ready for crop, . . . . .	\$300 00		
120 „ unbroken, . . . . .	300 00		
House and barn, say . . . . .	800 00		
	<u>\$1400</u>	about	<u>£280</u>

The Company will work this land in shares. They will supply land, house, barn, pay taxes, and supply seed. The farmer will supply horses, implements, etc., and will pay rent in wheat, giving the Company the amount given for seed and half of the remaining crop. For every acre broken and made ready for seeding, they will pay the tenant at the rate of \$4 per acre on condition that it is cropped next season, when the same amount of wheat will be given to him as is received by the Company,

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and so on till all the first 160 acres are broken, when the land can be paid for at a valuation either in one sum or in instalments.

The cost of breaking-up new land is about \$3 per acre, and for backsetting \$2 per acre. This makes the land ready for seeding the following spring at a total cost of \$5 per acre.

**COST AND REQUIREMENTS FOR STARTING A FARM OF 320 ACRES.**

Yoke of oxen, . . . . .	\$180 00
Waggon, . . . . .	80 00
Plough and harrow, . . . . .	35 00
Spades, chains, etc., . . . . .	15 00
Cooking-stove, with furniture, . . . . .	20 00
Provisions for one year, . . . . .	200 00
House and barn, . . . . .	800 00
Furniture, etc., . . . . .	50 00
Seed grain, . . . . .	45 00
Tent, 10 + 12, . . . . .	15 00

**\$1440 00 about £288**

The prices quoted above and in the following list, prepared for the information of intending settlers, are those current at Winnipeg and Brandon in December 1881. For convenience we have made five dollars equal to one pound sterling. Any one wishing to know how many pounds are in a specified number of dollars, on dividing these by five will get quite near the exact amount.

**Prices of Implements.**

Self-binders, . . . . .	\$340 00
Reapers, . . . . .	110 00
Mowers, . . . . .	80 00
Waggons, . . . . .	80 00
Breaking-plough, 12 inch furrow, . . . . .	18 00
Breaking-plough, 14 inch furrow, . . . . .	21 00
Breaking-plough, 16 inch furrow, . . . . .	26 00
Cross plough, . . . . .	65 00
Gang plough, . . . . .	110 00
Harrows, . . . . .	\$15 00 to 20 00
Forks, 75 cents; spades and shovels, . . . . .	1 00 to 1 75
Axes, \$1.25; hammers, . . . . .	0 50 to 1 25
Buck saws, \$1.00; hand saws, . . . . .	1 00 to 3 00
Team harness, . . . . .	30 00 to 40 00 per set
Harness for oxen, . . . . .	12 00
Thrasher, with horse-power, . . . . .	625 00

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### Prices of Provisions.

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Pork, . . . . .	\$0 10 to \$0 15 per lb.
Bacon, . . . . .	0 15 to 0 20 per lb.
Beef, . . . . .	0 15 to 0 18 per lb.
Mutton, . . . . .	0 15 per lb.
Flour, . . . . .	3 00 to 3 50 per 100 lbs.
Butter, 25c. to 40c. per lb. ; cheese, . .	0 25 per lb.
Potatoes, . . . . .	0 50 to 1 00 per bushel.
Sugar, . . . . .	0 10 to 0 20 per lb.
Salt, . . . . .	0 16 per lb.
Tea, . . . . .	0 50 per lb.
Coffee, . . . . .	0 15 to 0 40 per lb.
Coal oil, . . . . .	0 40 per gallon.

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### Prices of Stock.

Yoke oxen, . . . . .	\$180 00 to \$200 00
Team horses, . . . . .	250 00 to 400 00
Team mules, . . . . .	350 00 to 450 00
Cows, . . . . .	35 00 to 50 00
Stewers, three years old, . . . . .	60 00 to 70 00
Young pigs, two months old, . . . . .	20 00 a pair.

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### Prices of Lumber, etc.

Common Lumber, . . . . .	\$28 00	per 1000 feet.
Siding, . . . . .	38 00 to 48 00	" "
Flooring, . . . . .	37 00 to 47 00	" "
Ship lap boards, . . . . .	35 00	" "
Lath, . . . . .	5 00	" "
Shingles, . . . . .	4 00 to 5 50	per 1000.
Window frames and sash, . . . . .	5 00 upwards each.	
Outside door frames and doors, . . . . .	6 50	" "
Inside doors, . . . . .	2 00	" "
Building paper (for lining between boards) plain, . . . . .	0 5	per lb.
Building paper (for lining between boards) tarred, . . . . .	0 4½	per lb.
Nails, . . . . .	0 4½	per lb.

**Present Fares from Glasgow to Winnipeg and  
Brandon, Manitoba, via New York.**

To Winnipeg, Steerage and 3d Class, all Railway, . . . . .	£10 18 10
Do. Intermediate, „ „ . . . . .	12 10 6
Do. Saloon, Cabin, and 1st Class, all Railway, . . . . .	25 7 3
The Route by the Lakes open from 1st May to 15th October—	
To Winnipeg, Steerage and 3d Class Rail, . . . . .	10 16 2
To Winnipeg, via Halifax or Quebec <i>direct</i> , Steerage and 3d Class, all Railway, . . . . .	12 9 10
Ditto, via Lakes, . . . . .	10 11 0
Saloon, Cabin, and 1st Class, all Railway, . . . . .	23 9 0
Winnipeg to Brandon 1st Class, . . . . .	1 5 0
„ 3d Class, . . . . .	0 13 6

**Outfit.**

We would suggest that intending settlers should take a couple of suits of good stout tweed, and for working clothes, moleskins or corduroys of stout make, also any clothes they have on hand, although somewhat worn. A good supply of stout flannel shirts, drawers, stockings, etc., for winter wear. Stout boots without nails. A warm overcoat. Waterproof coat. A couple of blankets, some linen, but no household furniture, as it will be found more advantageous to procure it in Winnipeg.

Further information may be had by applying to the Offices of the Company, 123 George Street, Edinburgh, or Mr. CHARLES CLAY, Brandon, Manitoba.

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## APPENDIX.

### WHEAT FIELDS OF THE NORTH-WEST.

[Reprinted from *Harper's New Monthly Magazine* for Sept. 1881.]

IN the summer of 1879 a number of agricultural meetings were held in different parts of England to consider the influence of American competition on the price of wheat—a subject which the farmers and land-owners were then learning to regard as one destined to receive more anxious consideration from them than any other of a political nature. At one of these meetings Lord Beaconsfield, in the course of an address, is reported to have said that supremacy as a grain-growing country would soon be attained by Canada, and that with this expectation thousands of persons from the States were hastening to change their homes to the other side of the boundary line. This statement, brought into general notice on this side of the Atlantic at the time by the eminent position of the speaker, was held plainly to lack trustworthiness; and our press, having simply compared the quantities of wheat raised in the year preceding by the two countries assumed to be rivals, and having proved that the movement of emigration between Canada and the United States was in favour of the latter, deemed further refutation unnecessary. But the editors of our press, in common with other persons, do not at present appreciate that part of the United States which lies west of Lake Superior, and it may be doubted if it is generally known further than as a country the failure of which to sustain the Northern Pacific Railroad project was the harbinger of the unwelcome financial crisis of 1873, and now more lately as the location of several noted wheat farms conducted on a gigantic scale; whilst hardly so much could be told of the larger and more valuable portion of this land, distinguished throughout its extent by certain peculiarities of soil and climate, which lies north of the boundary line, and forms the new provinces of Canada. However, this country has the elements to support the most prosperous people on the continent, if it is not destined soon to put the established districts of our grain supply into the same position as they have put the farming lands of England.

The Red River of the North rises near the head-waters of the Mississippi, but flowing in the opposite direction to the larger river, forms the boundary between Minnesota and Dakota, and entering the Canadian province of Manitoba, finally discharges itself into Lake



Winnipeg. The prairie drained by this river and its tributaries contains, roughly, 40,000,000 acres, and, speaking from our stand-point, is the beginning of the vast section of fertile land which, stretching in a widening belt to the Rocky Mountains, is drained by the Saskatchewan rivers, and further north by the Athabasca and the Peace. This Canadian division contains certainly 150,000,000 acres of land, and may probably be found to include 250,000,000 when a thorough survey shall have been made by the Dominion Government. The southern limit of this section of fertile land has a latitude as high as that of Montreal, and what may be called its northern limit lies distant one thousand miles. The climate, however, differs essentially from that found in Eastern British America at a corresponding distance from the equator. The isothermal lines, as they approach Hudson's Bay from the Pacific Ocean, bend decidedly to the south. The mean temperature of the Peace River Valley varies but little from the mean temperature of the valley of the Red River. Throughout the country wheat may be planted in April, or fully as early as spring wheat is sown in the United States. But as the summer is not warm enough to ripen Indian corn, and the winter, while it lasts, permits no thaw to take place, the climate is a cold one, compared with that over the grain States of the Mississippi Valley; and to this fact, doubtless, the superior quality of the cereals raised here is due. In 1872, railway construction had extended far enough in the Northwest to afford an entrance to this new territory. But the disasters which speedily overtook the two pioneer lines stopped at once all immigration. Three years ago it was resumed. Since that time, it may be safely asserted, in no other part of the United States has it gone forward with so much vigour, and been attended with so much prosperity, as in the Red River Valley. The towns of Fargo and Grand Forks in Dakota, and Winnipeg across the border—the country around them presenting no resources except a prolific soil—exhibit a growth as rapid, and commercial transactions as heavy, as cities which have sprung up in the richest mining districts of the Rocky Mountains. Intense as the character of the immigration has been, it has not yet exercised any disturbing influence on the grain market. The part of the land reclaimed is comparatively trifling. At various points in the valley farms have been laid out, and fields of wheat, some of which are thousands of acres in extent, have been cultivated, but the greater part of the land is still an unbroken prairie, without a trace of settlement. The immigration into the valley of the Red River, and the smaller immigration into the valleys of the Saskatchewan, have been of most importance in proving that this country produces the cereals in a state of perfection which has not manifested itself further south—a result possibly to have been anticipated from its latitude and soil. In a climate warmer than is needed to bring it to maturity, wheat shows an imperfect development of

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grain, with a deficiency in weight. It is always more subject to drought, the hot sun acting both to evaporate moisture from the ground and to burn the plant afterward. The same facts are observable in the growth of other cereals. Even grass shows a marked change in value made by latitude. Many of our stock-raisers in the Southwest do not sell their cattle in Texas or New Mexico, but drive them from the coarse and poor vegetation there to feed on the sweeter and more nutritious grasses of Montana, the increased price which the cattle bring in their improved condition paying for a drive of fifteen hundred miles.

The superior quality of the wheat raised in this new country will be best shown by a comparison made in figures. Duluth and Chicago are selected to furnish a comparison, as the former is the general point of shipment of the northern wheat, and the latter is the place of largest receipts in the grain States further south. To explain the use of the figures below, it may be noted that, for the convenience of trade, on arrival at one of the larger places of receipts, grain is inspected by experts, who are public officers, and graded according to its soundness and weight. The difference in market value between the grades is considerable. Take for the purpose the crop of 1880. During the last three months of that year there were inspected at Duluth 1,778,764 bushels of wheat. Leaving out of consideration the fraction of 86,000 bushels, which were of the soft variety, and, it is assumed, came to this part from southern counties of Minnesota, the wheat graded as follows the amounts being expressed by per cent. :—

## AT DULUTH.

Grade No. 1, Hard . . . . .	87 per cent.
Grade No. 2 . . . . .	11 "
Grade No. 3 . . . . .	1 "
Rejected . . . . .	1 "

During the same months there were inspected at Chicago 1,571,262 bushels of winter wheat, and 7,988,816 bushels of spring wheat, which graded as below :—

## AT CHICAGO.

<i>Winter Wheat.</i>		<i>Spring Wheat.</i>	
Grade No. 1 . . . . .	1 per cent.	Grade No. 1 . . . . .	1 per cent.
Grade No. 2 . . . . .	53 "	Grade No. 2 . . . . .	66 "
Grade No. 3 . . . . .	34 "	Grade No. 3 . . . . .	23 "
Rejected . . . . .	12 "	Rejected . . . . .	10 "

As to the respective market values : at the city of Buffalo, where the northern and southern grain, coming over the lakes from Duluth and

Chicago, first meet in a general market, the following were the average prices per bushel during the months mentioned above :

No. 1, Hard Duluth . . . . .			1.18
No. 2, " . . . . .			1.15½
No. 1, Red Winter . . . . .	1.14	No. 1, Spring . . . . .	1.13½
No. 2, " . . . . .	1.11	No. 2, " . . . . .	1.08
No. 3, " . . . . .	1.06	No. 3, " . . . . .	0.95
Rejected " . . . . .	1.00	Rejected " . . . . .	0.80

The southern-grown wheat may have in the future, it is probable, a still lower relative value. It alone has been used for export to foreign countries, whose mills were not adapted for grinding with the best results the hard Manitoba wheat, even if the production of the latter were large enough to bring its merits into notice. Now, however, that the improved methods of milling employed at Minneapolis are being introduced into England, with an increased supply of hard wheat, there will doubtless come the same preference as exists in this country for a grain having its special properties. These improvements in milling have had a most important bearing on the value of all the varieties of hard wheat. The secret of the higher price which the Duluth wheat commands over the best grades from other localities is the fact that it makes a flour of greater strength. The northern wheat is flinty, and contains more gluten; the southern is soft, and contains more starch. Until lately, however, the farmer in Northern Minnesota found that his grain, although by an analysis of its parts the most valuable, brought the lowest prices paid in market, because, with the method then used for separating bran from the middlings, it made a dark-coloured flour. A few years ago the defects were remedied by the millers at Minneapolis, and so successfully that their method of treating wheat has been very generally adopted throughout the country. The result has been that the strong flour made of Red River wheat is quoted at a price of two dollars per barrel over other kinds—a difference which the baker is willing to pay, because from a given number of pounds it makes the greatest number of pounds of bread, and the private consumer is willing to pay, because it furnishes the most nutritive food. The hard Northern wheat, instead of being the lowest, has taken its rightful place as the highest priced on the list of grain.

The land is also more prolific. The experience of the wheat-raisers in Manitoba has now been of sufficient length to make understood some of the natural advantages extended to this country for returning large and certain crops. Situated in a high latitude, there is afforded to vegetation a greater number of hours of sun each day during the entire season of growth. The winter cold, continuous, and with light falls of snow, freezes the ground to an extraordinary depth. Under the disintegrating power

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of frost, the lower soil is broken up each season for the sustenance of plants as thoroughly as if done by the best artificial means. This is not the only service performed by the frost; later, throughout the period of growth, it keeps within reach of the roots a moisture which renders drought impossible. But most noteworthy is the soil itself—an alluvial black loam, with an average depth of twenty inches, resting on a subsoil of clay. It is very heavy, when wet having a tar-like consistency, and rich in the elements which are believed to nourish vegetation. Dropped into this soil, with the other favouring circumstances, seed springs up and grows with an extraordinary vigour, and gives a sound and abundant crop. The average yield of wheat per acre in the Red River Valley, north of Fargo, where the soil becomes heavier and more characteristic, is twenty-three bushels. In Manitoba and the Saskatchewan region the average is greater, and amounts to twenty-eight bushels. These facts become more striking when compared with results in the district of the wheat supply at present. In Illinois the average for wheat to the acre is seventeen bushels; in Iowa, ten; in Wisconsin, less than ten; in Kansas, ten; while in Texas it is eight and one-half bushels. Nor does the land seem to deteriorate under a course of cropping, as does the lighter soil of States in the south. In the early part of the century, Lord Selkirk, fascinated by the resources which he beheld in the Lake Winnipeg region, formed the idea of developing them with colonists from his country. Shut off from any market for their grain, and located in a spot at that time practically inaccessible, the Highlanders who came over in accordance with the ill-considered plan of Lord Selkirk were subjected to a great deal of hardship. But many families staid. The town of Kildonan near the mouth of the Red River, started by these colonists, has been occupied by them and their descendants ever since. By their farming the powers of the soil have been pretty thoroughly tested. In this settlement there are fields which have been sown to wheat every season for the last thirty-five years without the application of any fertilisers, and which in 1879 yielded an average of over thirty bushels to the acre. A soil which raises one grain in such perfection is, of course, suitable for other purposes. Stimulated by the presence of buyers for the mills making the high-priced flour, who offer immediate payment for all their crop, the farmers have so far devoted all their energy to increasing their acreage of wheat. But the other cereals—oats, rye, and barley—sown to supply local needs, show a like abundant yield, and when brought to outside markets, these products of northern soil will be found entitled to the high estimation accorded to the present staple.

Of equal importance with the natural resources here is the means of getting the products to market. In the United States the importance of this question will be fully appreciated, and it becomes a matter deserving attention when directly at our doors a large body of land of

unusual fertility is being invited to compete in markets which have been opened to us by an efficient system of transportation, and found very profitable. Apart from any question of loss or gain to the trade of the United States, the subject itself presents many features to excite an interest. The scheme of the roads for traffic at present is so little complicated as to be readily understood. The projects now under way are to cost vast sums of money. Their completion will present much that is novel in the systems of the continent. On the American side, the Northern Pacific Railway, at the end of 1880, had built west of the Rocky Mountains a section of 150 miles, beginning at a point 260 miles from the terminus on Puget Sound, and extending eastward. During the year they had pushed westward the main road from Duluth to the Yellowstone River in Montana. By the collapse in 1873 the Company were left with a very poor credit, and to continue their work they have been obliged to rely mainly on the earnings of the completed part and the proceeds of the sale of the land grant. The progress made since that time toward completing the transcontinental line illustrates the rapid way in which this country has of late been developing. The construction last year was 360 miles of new road. Recently measures to secure money for continuing the work as fast as it may be required have been successfully taken, and it is believed that the line from Lake Superior to the Pacific Ocean will be finished in 1883. As a terminus, the port of Duluth has hitherto been sufficient during the season of navigation, which lasts, however, only six months. During the remainder of the year grain is left to go eastward by rail transportation around the southern end of Lake Michigan. This lake has been the means of shutting off the North-Western States from any direct land communication with the East. North of Chicago there is not at present a single line of railway from the prairies. The States of Wisconsin, Iowa, Minnesota, and the adjoining portion of Dakota are covered with iron roads, but they are all tributary to the Eastern system at the head of Lake Michigan—a fact which sufficiently accounts for the steady and rapid growth of the city at that point. The presence of Lake Michigan and Lake Superior, and the character of the country north and south of the latter, which is hilly, and abounds in immense ledges of rock, render direct rail connection of the Red River territory with the East a difficult and expensive matter. But the development of resources which are so valuable and complete will doubtless in time create an extensive system of rail communication, which shall form the shortest possible routes to the sea-board, and be free of the charges at an intermediate point of distribution. The construction of two lines, one along the south shore of Lake Superior and the other on the north shore, has been definitely decided upon, and work on the first line has been begun. The Northern Pacific Railway is now engaged in bridging a road from Duluth eastward to the charter terminus at Montreal

River. From this point a road, part of which is finished, is to be extended to Sault Ste. Marie. Here a combination of Canadian railways is to give communication with Montreal and New York. The distance from the Red River to New York by this route, when completed, will be at least two hundred miles shorter than by the expensive one through Chicago. Another railway, the St. Paul, Minneapolis, and Manitoba, located at right angles to the line of the Northern Pacific, extends from St. Paul, on both sides of the Red River, to the international boundary, where it is met by a branch of the Canadian Pacific. This road carries a large part of the wheat raised in the Red River Valley to the mills at Minneapolis, and until the present time has furnished the only adequate means of entrance to the province of Manitoba. By the construction of 30 miles in 1880 this company now owns nearly one thousand miles of road, and its extensions westward bid fair to make it equally active with the Northern Pacific in developing this country.

On the Canadian side, Hudson's Bay may eventually become of the first importance as an outlet for foreign shipments of grain. The bay is free of ice, and its south-western harbours are open fully three months—a short season of navigation, but sufficient for a sailing vessel to clear with two cargoes for Liverpool, which ships carrying grain from California around Cape Horn cannot accomplish, taking the entire year. But it may be doubted whether the hope of utilising this short road to Europe will be realised for a considerable time. At York Factory, the Nelson, a river flowing from the lakes of Manitoba, empties into the bay. Surveys have lately been made to locate a line for a railway down this river from the city of Winnipeg. The want of material to provide this road with local traffic, and the brief period during which the Atlantic port, its proposed terminus, is accessible, would probably deter private enterprise from undertaking its construction until the surplus of grain in Manitoba had become much larger than it is at present, and a sufficient number of vessels for the Hudson's Bay trade could be assured to move accumulated freight at York Factory. The river Nelson itself is not now navigable. Improvements in its channel would give a depth of water sufficient for vessels of large draught to pass through to the lakes above, and other natural obstacles are not so great as to render its future navigation improbable. But until the completion of other schemes for promoting trade in their new territory, which are now being carried out at great expense, it is hardly to be thought that the Canadian government will attempt improvements in the Nelson, or the construction of the Hudson Bay railroad, more especially as the success of these would tend to weaken certain direct benefits to the old provinces which the present plans of internal improvement are expected to bring.

The old route for inland navigation through the great lakes is now being subjected to changes which promise to establish it as a way for

ocean vessels to reach inland ports with certainty, and to change materially its status as a means of communication between the interior and Atlantic seaboard. When the plan of enlargement has been fully carried out, the Welland Canal will admit steamers of two thousand tons, and drawing thirteen and one-half feet of water. Work on the first enlargement has now advanced so far that it is expected the canal will be opened to navigation this season. Upon the completion of improvements corresponding to this in the St. Lawrence, vessels drawing eleven and one-half feet of water will be able to load at Chicago, and sail through this river to Montreal, or directly across the Atlantic. The outlay of \$20,000,000 on the Welland Canal, however, has not had as its object chiefly the American trade of Lake Michigan, but it has been in accordance with the comprehensive policy of the Canadian Government for the development of their Northwestern territory, and for keeping within national lines the right to handle its valuable products. The money expended by the Dominion on internal improvements is nearly ready to yield its return. On the north shore of Lake Superior, one hundred miles north-east of Duluth, the pioneer railway, now almost finished, to connect the Canadian prairies with the water-route to the Atlantic, terminates at the lake. Its starting-point is the city of Winnipeg, on Red River.

The Canadian Pacific road, of which this is the Lake Superior section, is to form a transcontinental line in British America, and may in time become the most important of the railroads to the Pacific. Its construction was a measure taken by the Government, by whom the existing parts have been built. At a session of Parliament the present year, however, it was decided to intrust the construction to a private company, who are obliged to preserve the full route adopted by the Government. Great as will be the facilities offered at the eastern end of this road for transporting grain to the sea-board by way of Lake Superior, the Dominion government has taken care to secure the construction of one overland route from the new provinces. The road from Winnipeg to the lake terminus at Fort William is to be extended on the north shore to the town of Callander, near Montreal, and to a union with the railway system of the old provinces. The extension was to be begun the present summer. From Winnipeg westward the road is to traverse the full length of the Saskatchewan prairie and cross the Rocky Mountains to an ocean port near the United States border. The section through the prairie to the foot of the Rocky Mountains it is expected to have ready for traffic within three years. This briefly is the main line of the Canadian Pacific Railway. When completed the distance from the Pacific Ocean overland to Montreal will be 2960 miles, or about 500 miles less than the distance by the Union Pacific road to New York.

The larger yield to the acre, the better quality, and higher grade of crop shown in this Northern country, are matters lifted by the va-

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entent of the land above a question of individual profit to the persons now cultivating the soil. If one-half the ground of that comparatively small portion which is drained by the Red River and its affluents were sown to wheat, the product at an average yield would be 500,000,000 bushels, or more than the entire amount raised in the United States in 1880. The attention of the United States within a few years will certainly be drawn sharply to the supply of grain coming from this new quarter, if the reclamation of land goes on with its present movement. With the advent of a system of inland navigation greatly improved, and made the most perfect in the world indeed, there is every reason to believe that the development of the interior will continue at its present rate, and even go forward with a rapidity never witnessed before. An immense amount of money is ready for employment. By the Canadian Government and Railway Companies the news of these unsettled fields will be spread among the populous countries of Europe. A populous country lies directly adjoining. The land itself, level and rolling prairie, will allow railways to be built with the utmost rapidity and cheapness, and furnish no obstacle to cultivation. Scattered plentifully throughout Dakota and the valleys of the Saskatchewan are beds of the soft coal which has supplied the fuel of our Western States. That necessity, iron, is not lacking. The extensive region north of Lake Superior is known to be rich in this ore. In 1880, from the mines on the south, at present the more accessible shore of this lake, were taken 1,900,000 tons of easily worked ore, which had a value of \$13,000,000.

Within ten years it is certainly possible that there will be ready for shipment at the edge of Lake Superior an amount of wheat which shall equal the total quantity now received yearly at all the Atlantic ports, at a price of seventy cents. per bushel. Low as this price would be, compared with prices heretofore prevailing at the lakes, southern-grown wheat of the average quality would be worth ten cents. a bushel less. Wheat can be raised in the Red River Valley and delivered to the railroad at a cost of less than forty cents. to the bushel. Fifteen cents. more, the rate for transportation to the lake from Fargo, which will probably be the rate also from Winnipeg over the Canadian Pacific, deducted from the price above, leaves remaining a high profit to the grower. This is in the Red River Valley, and with a yield of twenty-three bushels to the acre. With a yield of twenty-eight bushels, the increase would pay cost of transportation from far within the territory of the Saskatchewan.

That will be the effect on agriculture in the United States of this tremendous addition to the wheat land, and on present routes of traffic of a division in a valuable trade, it is impossible to foretell, and without the scope of this article to consider. That it will exercise some influence on our agriculture cannot be doubted. Wheat could not now be raised in



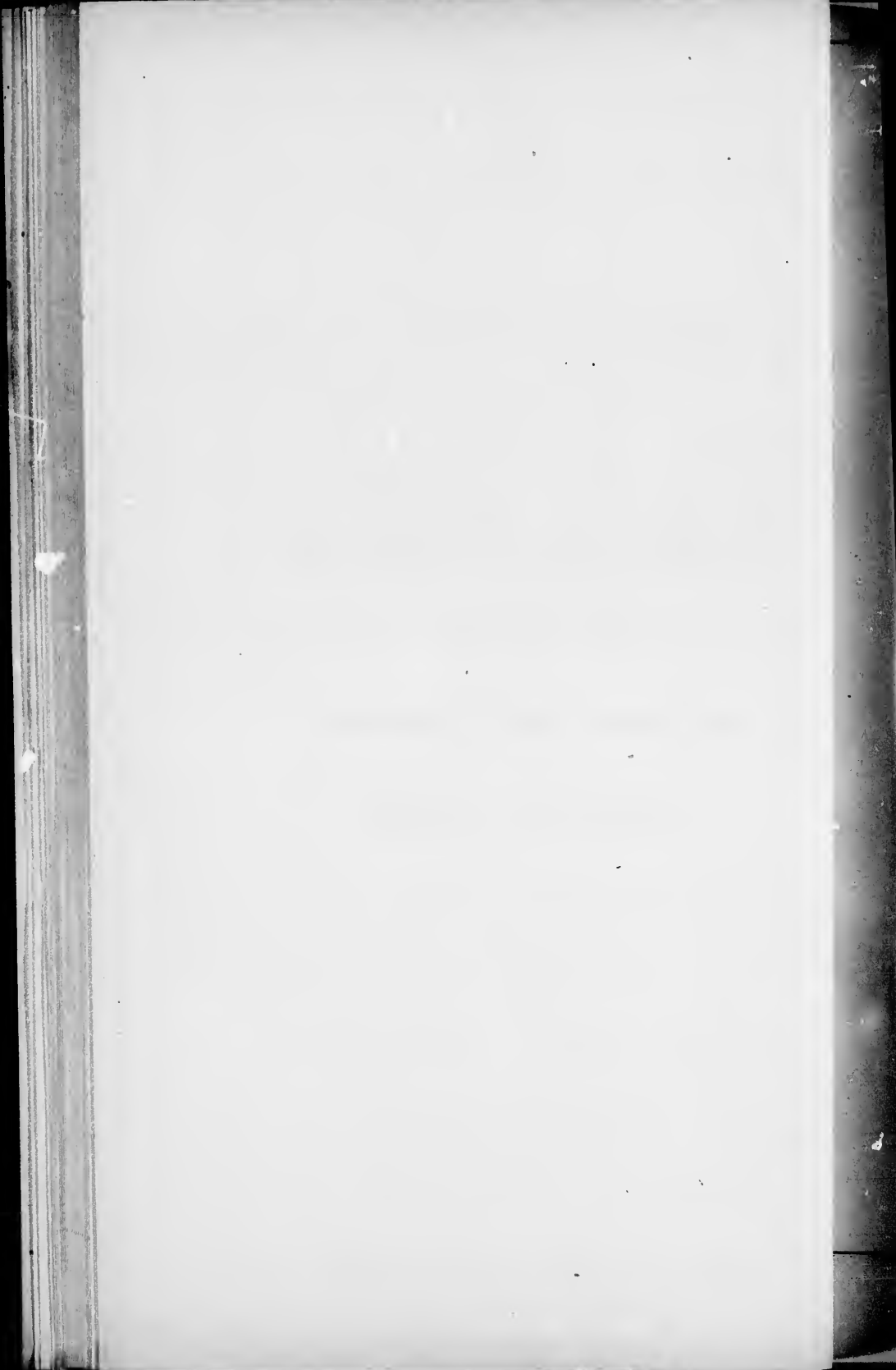
the Mississippi Valley at the price supposed above. The land of the United States has no longer the riches of unbroken ground ; at least, very generally throughout its extent the best parts have been tilled. There is a wide margin for profit left in higher and more laborious cultivation of the soil. This however, is not the method to which we have been trained. Hitherto our crops have been increased by cultivating new land. A course of giving more attention to the plants, notably Indian corn, for whose cultivation we have special advantages, it may be found expedient to follow. On the other hand, a decided fall in the price of the other cereals would probably affect maize also.

However uncertain may be effects on the United States, we may expect that the centre of activity in wheat, never very stable, will soon pass to the Red River Valley, to go later, possibly, still further northward. Most valued by the farmers in Minnesota for seed is the grain coming from the Red River Valley, and especially that from Manitoba. Taken southward, if not renewed frequently from the original source, it tends to degenerate, and become soft. Harder and better still is the wheat coming from the region of the Upper Saskatchewan and the Peace River. This perfect grain has the greatest weight of all, and by cultivation even in the Red River Valley shows a loss of its original quality.

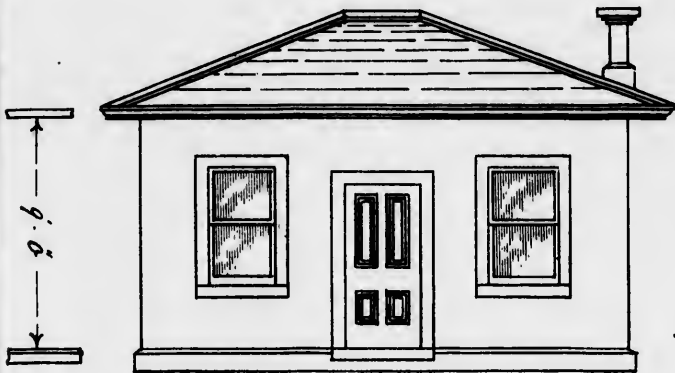
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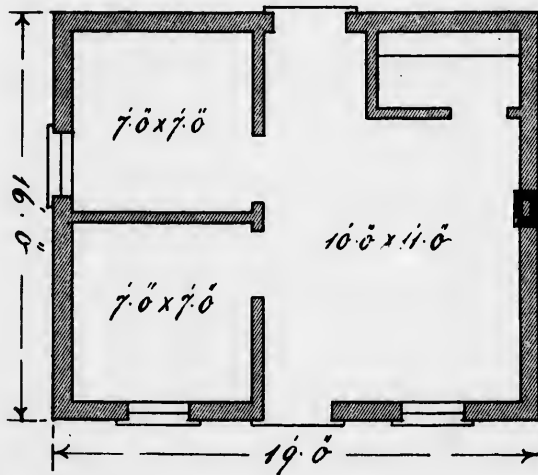
PLANS AND ESTIMATES  
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ONE STOREY COTTAGE, COST \$350.00.

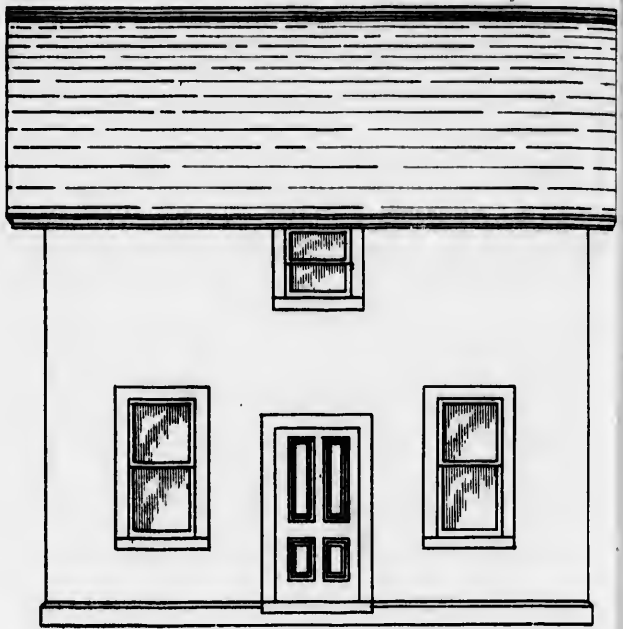


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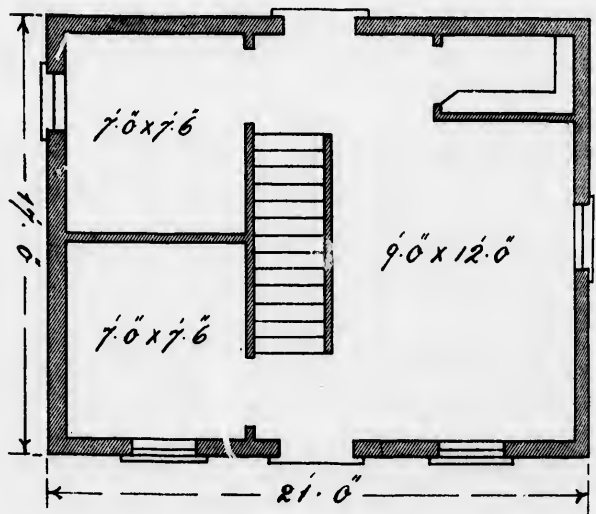


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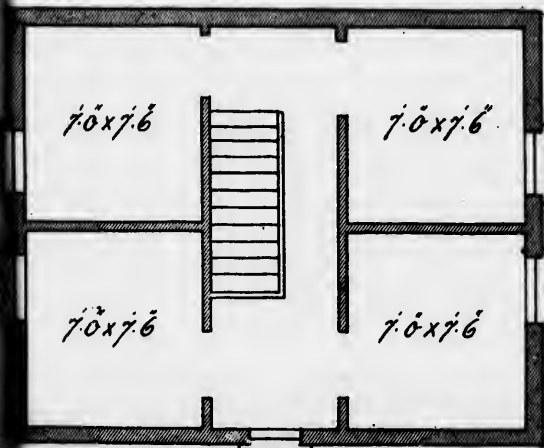


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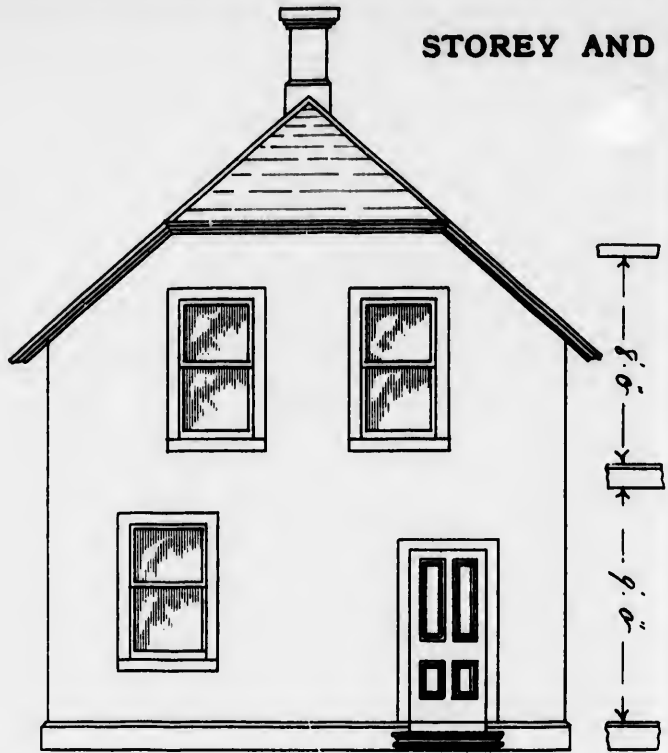


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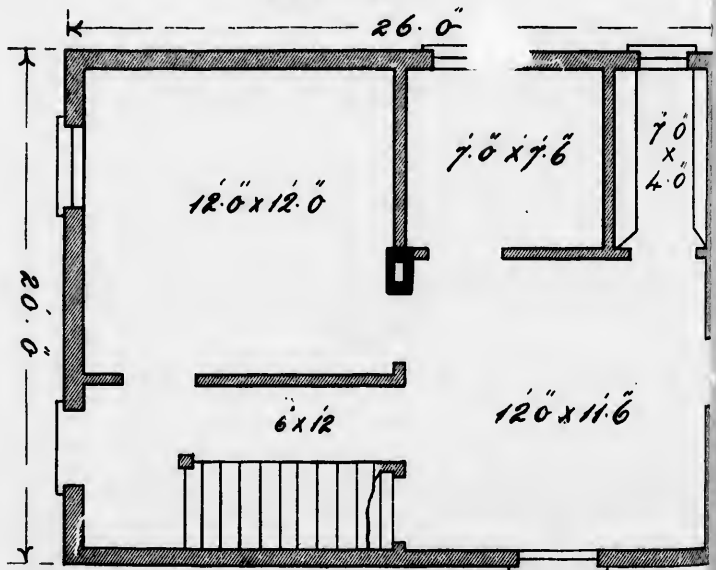


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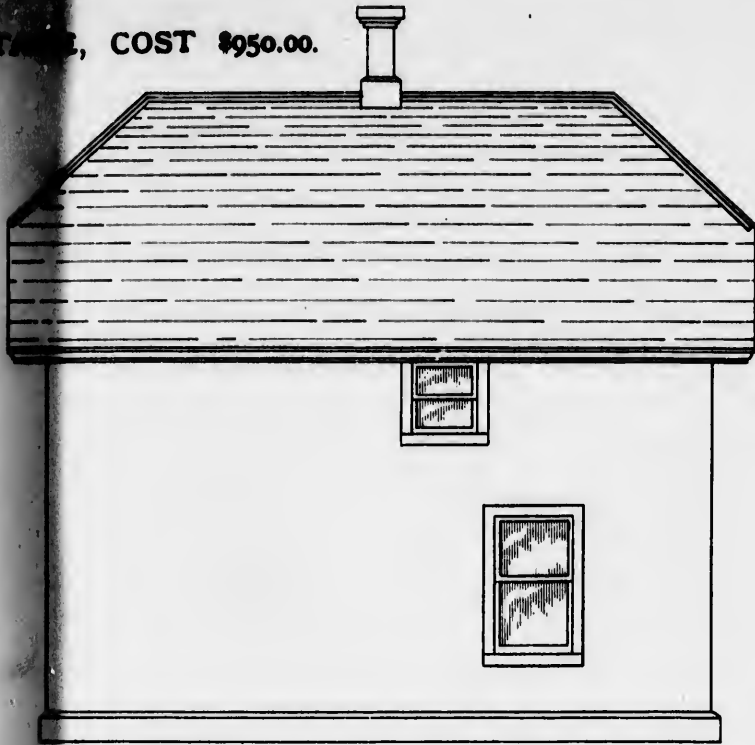


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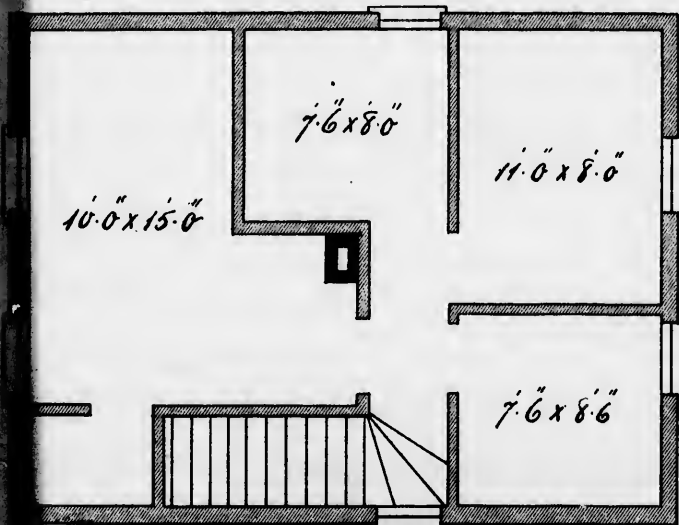


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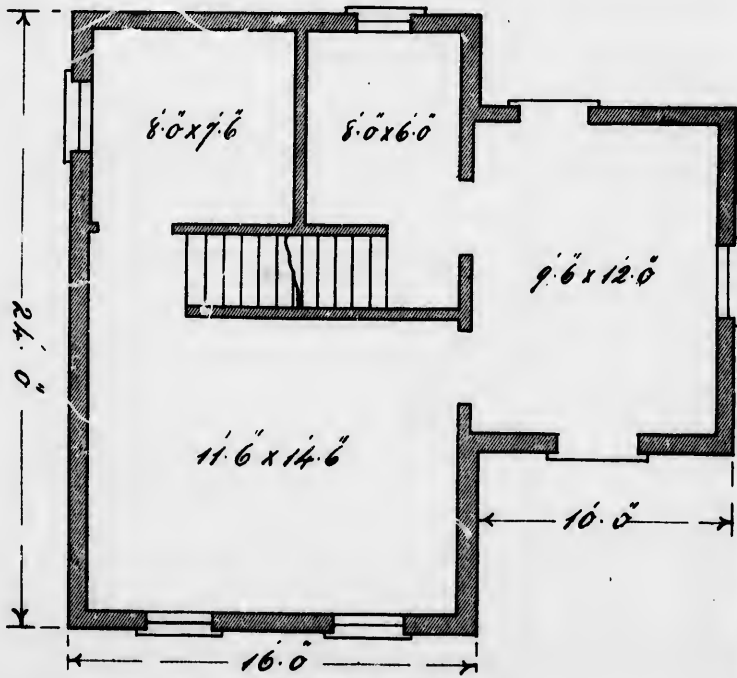
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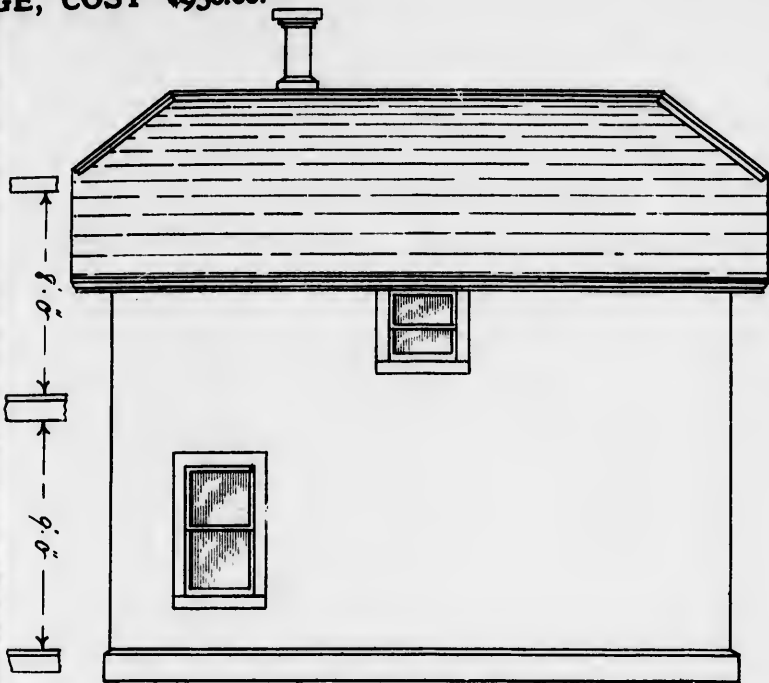
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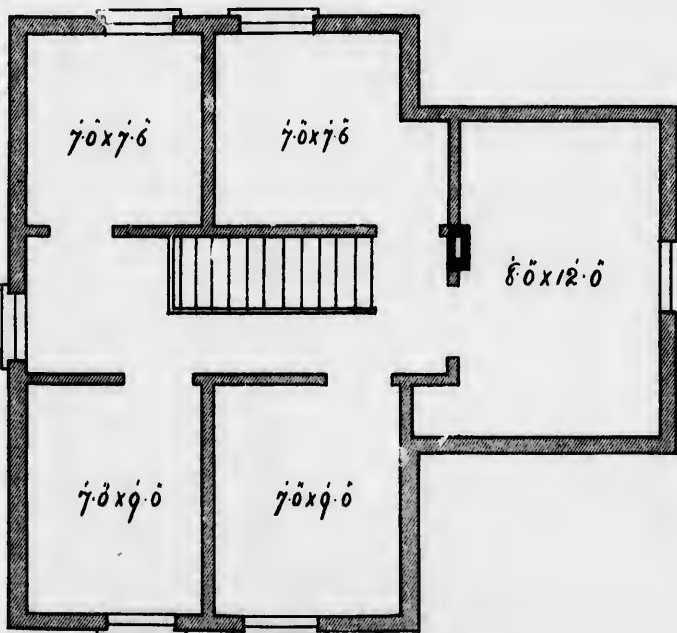
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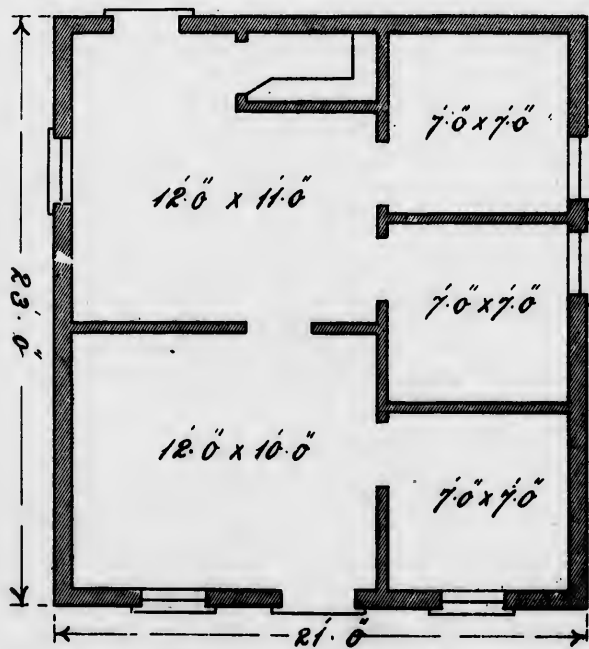


SECOND FLOOR.

ONE STOREY COTTAGE, COST \$450.00.



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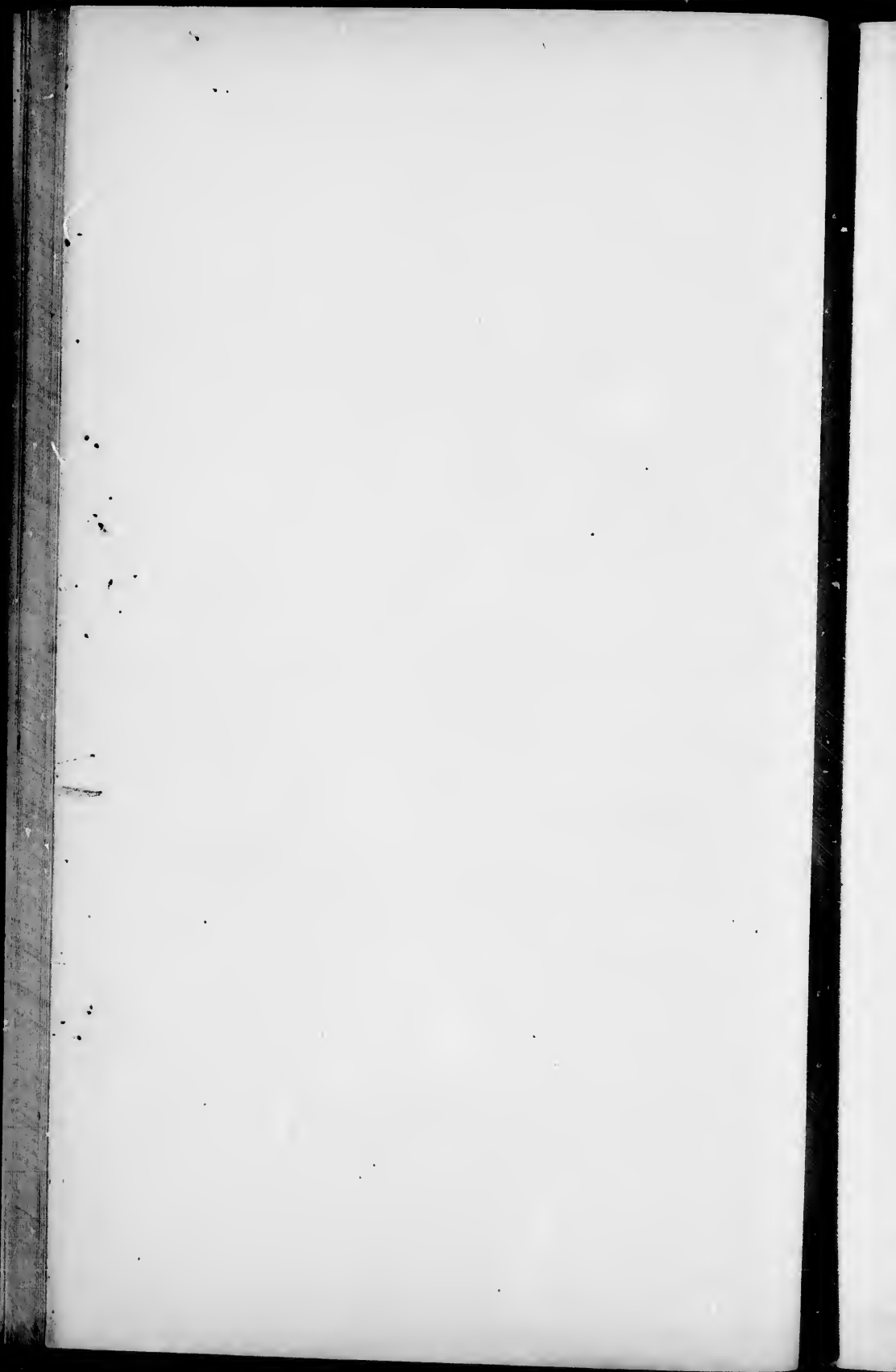


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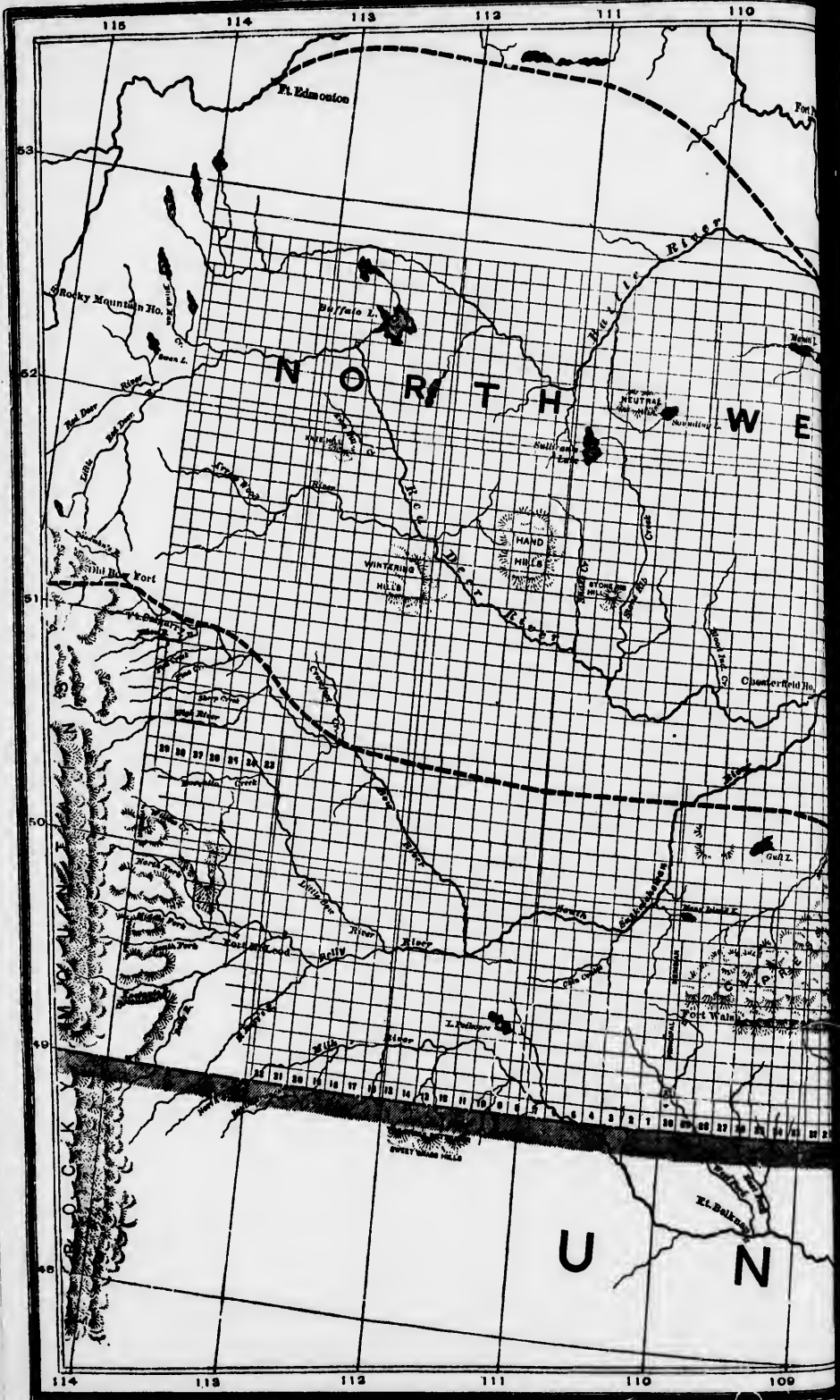
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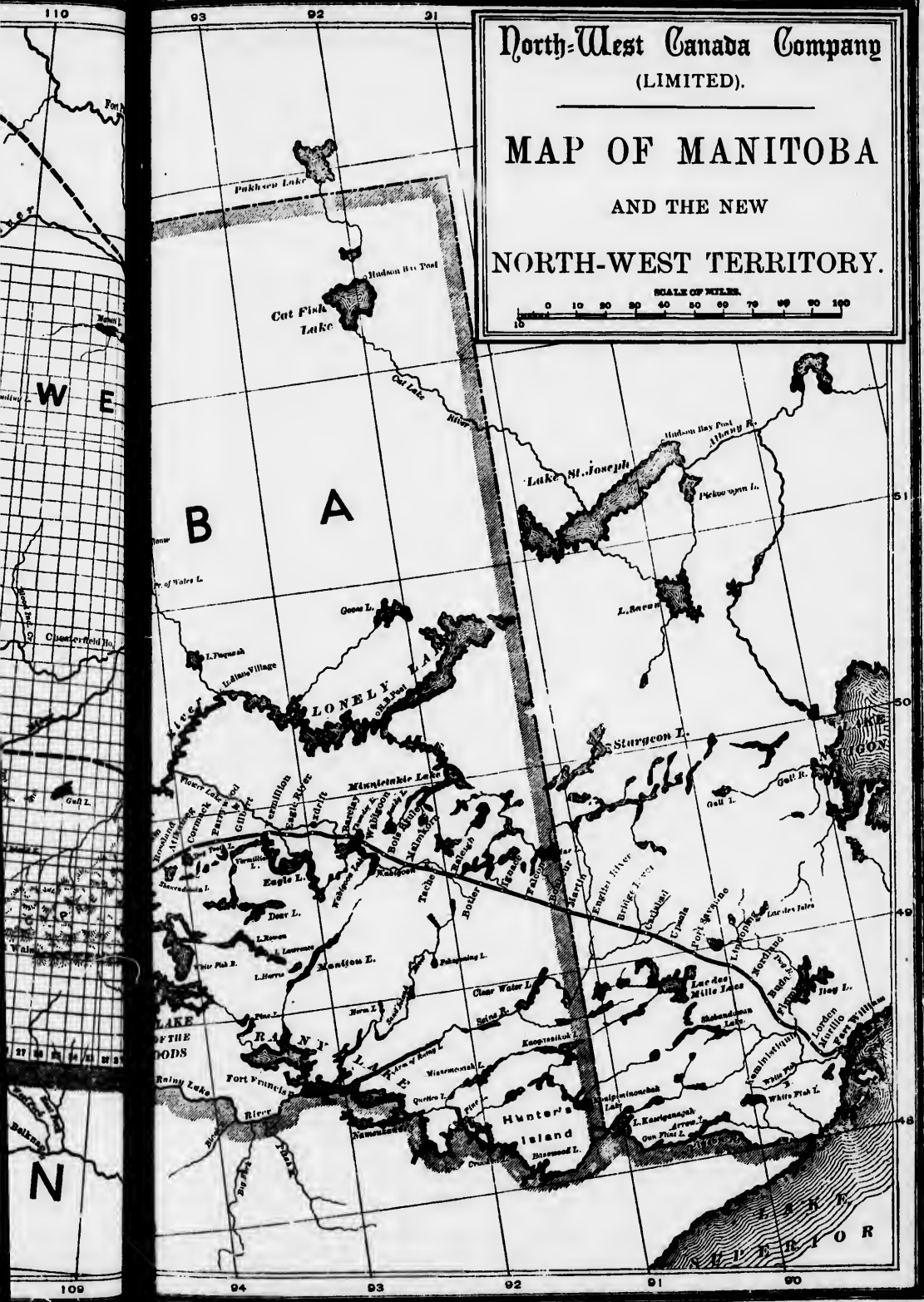
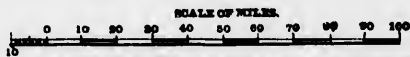




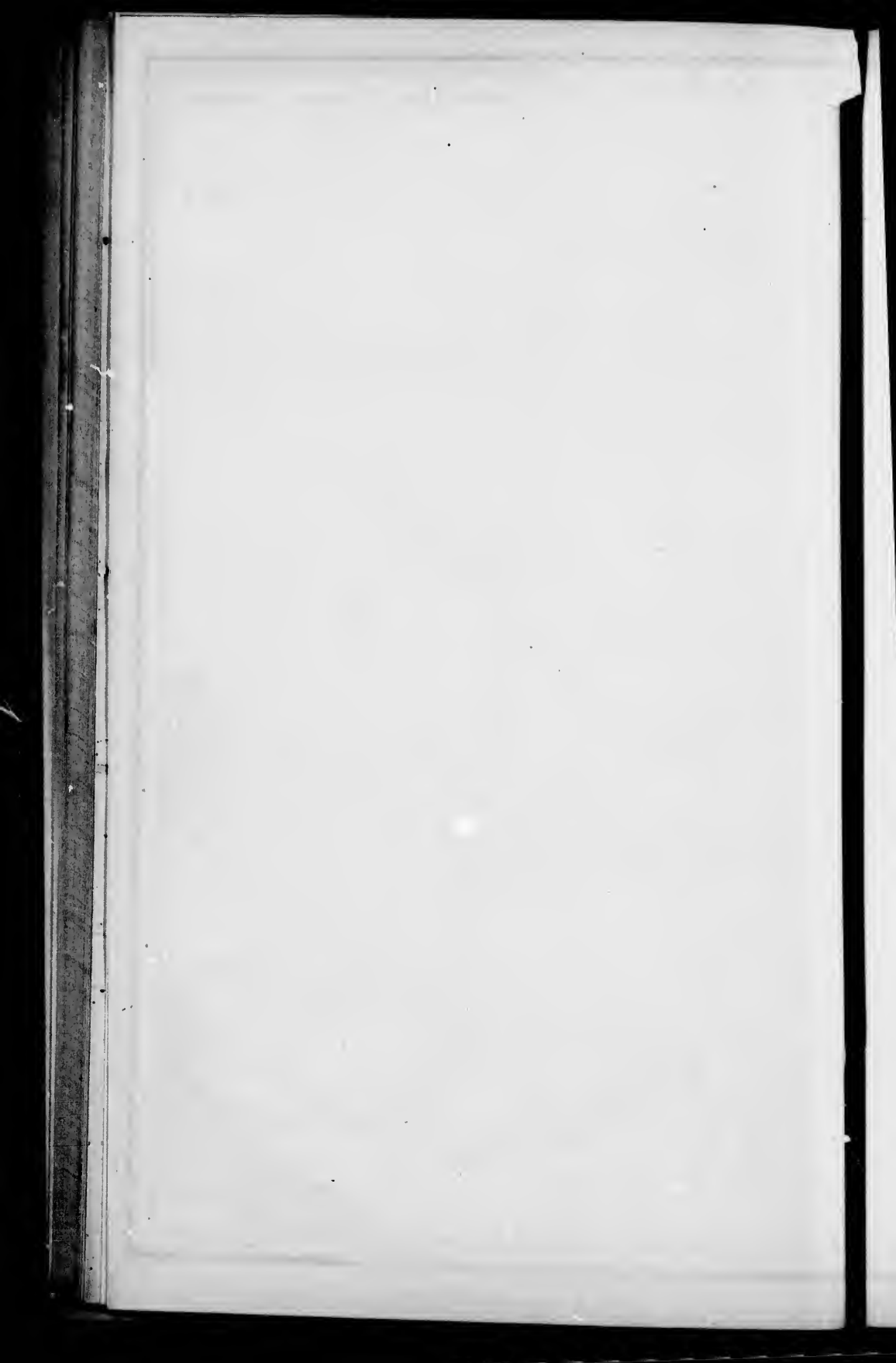


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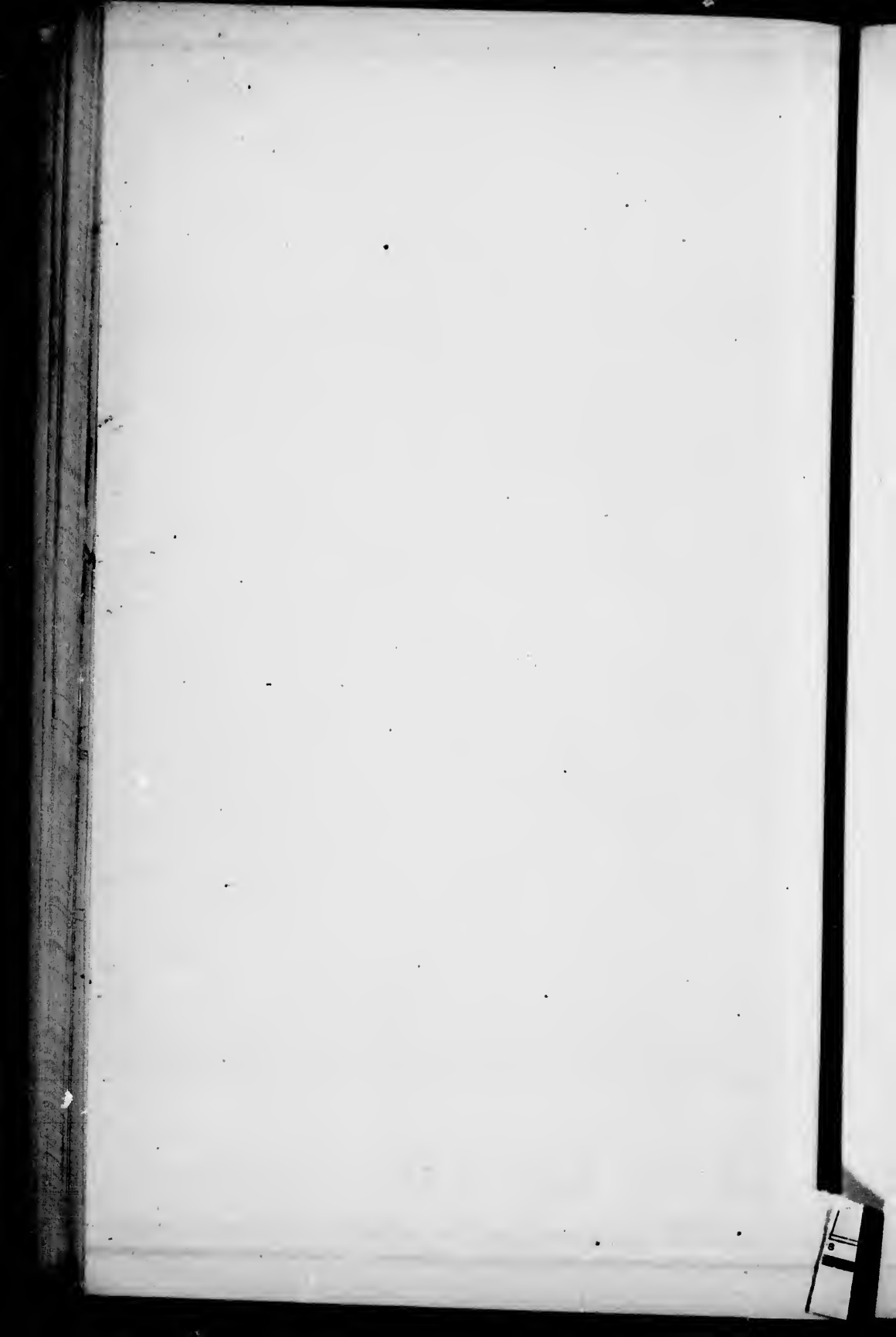
MAP OF MANITOBA  
AND THE NEW  
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